



M. J. J. J.

EIGHT VOLS. MSS

Indian Hotels, guest houses, dak bungalows, etc.

Bombay	Jay Mahal	Very good, but best quarters at G. J. Shankar
Secunderabad	Brind's Hotel	Moderate - dirty - food fair.
Boroda	Guest House	Very fair - clean - In Maharajah's guest house
Ahmedabad	Station	Bad - dirty - noisy.
Mount Abu	Guest House	Good - food very fair.
Jodhpore	Dak Bungalows	Clean - food fair.
Gyore	Waiting Room	Bad.
Udaipur	Guest House	Good - food very fair.
Jaipur	Dak Bungalows	Clean - food moderate.
Jaipur	Kaiser-i-Hind Hotel	Bad - dirty - food moderate.
Agra	Laurie's Hotel	Good - food very fair.
Gwalior	Guest House	Good - In Maharajah's guest house.
Lucknow	Wentley's Hotel	Very good - food good.
Delhi	Civil & Military Hotel	Bad - dirty - food moderate.
Delhi	Maider's Hotel	Very good - food good.
Lahore	Redon's Hotel	Good - food very fair.
Ludhiana	Dak Bungalows	Clean - food very fair.
Rawal Pindi	Hashman's Hotel	Good - food good.
Peshawar	Alexandra Hotel	Good - food very fair.
Naran Abdal	Dak Bungalows	Moderate (waiting room)
Robbattabad	" "	Very fair - clean.
Faridkot	" "	Moderate - food ditto, whiskey not served.
Faridkot	" "	Very fair - clean.
Uri	" "	" " "
Ramgarh	" "	" " "
Simnagar	Redon's Hotel	" " good food.

H. Lockburn

Armstrong Hall

Lincoln

England.

SEPTEMBER, 1905

AROUND THE WORLD



CANADIAN PACIFIC ROUTE

C. E. McPHERSON,
GENERAL PASSENGER AGENT WESTERN LINES,
WINNIPEG.

C. E. E. USSHER,
GENERAL PASSENGER AGENT EASTERN LINES,
MONTREAL.

ROBERT KERR, PASSENGER TRAFFIC MANAGER, MONTREAL.

1 degree = 69 statute miles.

nautical mile = 1.15 statute mile.

1 drachm = 1 teaspoonful.

2 drachms = 1 dessertspoonful.

4 drachms = 1 tablespoonful.

2 ounces = 1 wineglassful.

3 ounces = 1 tumblerful.

above are not reliable.

AROUND THE WORLD

BY THE

CANADIAN PACIFIC ROUTE

STARTING FROM LONDON

FROM Euston Square or St. Pancras Station the passenger leaves London for Liverpool or Waterloo Station for Southampton for his trip around the world by the Canadian Pacific Railway Company's globe-circling routes. At Liverpool or Southampton he embarks on one or other of a selected number of the finest transatlantic steamers afloat, and is landed at Montreal, Quebec, St. John, N.B., Halifax, Boston or New York, according to the vessel he has chosen. And so marked have been the improvements in the great passenger lines, both in speed and safety, as well as in convenience and luxury, so zealous have been the efforts to make the short voyage a veritable pleasure trip for the ever-increasing number of people who are no longer content to limit their travels to Europe and the fringe of the Mediterranean, that the passage across the Atlantic, once a drawback to extended travel, has now become one of the inducements. During the greater part of the year it is tantamount to enjoying the seaside in the society of a party of friends who, bent on enjoying themselves, contribute to the enjoyment of others. Pleasant acquaintanceship, and sometimes valuable and life-long friendships, are made during a voyage which is generally admitted to have been spent with unexpected pleasure.

Should the traveller choose one of the Canadian liners bringing him direct from Liverpool to Montreal or Quebec, among which for comfort and safety the ships of the C.P.R.'s own Atlantic line are in the forefront, he will find the passage of the St. Lawrence not the least attractive and interesting portion of his route. During the last two days of his Atlantic journey he will be within sight of land on both sides of his ship, passing scenes of historical interest, made memorable by Jacques Cartier, Champlain, and other early French adventurers who discovered Canada and penetrated its wilderness, and passing scenery which, of its kind, is unequalled by that of any other sea-going route in the world, until the vessel stops at Quebec, where a stay of a few hours is made.

QUEBEC

The tourist, however, may disembark here and spend such time as he pleases in visiting the Plains of Abraham, the scene of Wolfe's last victory, which changed the nationality of Canada; the beautiful falls of Montmorency, which are reached after a short railway run through a pretty and distinctly French-Canadian settlement, and in inspecting the ancient and unique city of Quebec, so unlike any other on the North American Continent, with its semi-military, semi-ecclesiastical appearance, and its mementos of the early wars between the French and English, and subsequently between the Canadians and their neighbors of the New England States. If he desires to remain over for a day or two, he will find the Canadian Pacific hotel, Chateau Frontenac, in the centre of the upper town, commanding a perfect view of the St. Lawrence and neighboring country, one of the finest hotels on the continent. He can then take the train, and in a few hours is in Montreal. Should New York be his landing-place, he will proceed to Montreal by train, which can be varied in summer season by boat up the beautiful Hudson River for a considerable portion of the way, or he may go by Niagara Falls, joining the Canadian Pacific's transcontinental train at North Bay from Toronto.

MONTREAL

At Montreal the traveller will hardly fail to stay for a short time, finding comfortable quarters in the elegant new fire-proof hotel which is combined with the Place Viger passenger station of the Canadian Pacific Railway Co., and convenient to the ocean steamer docks. Montreal is the chief commercial city of the Dominion of Canada, and has much to interest a stranger. Its beautiful position at the foot of Mount Royal, its handsome residences nestling among maples, bright and busy tree-lined streets, and the grand prospect which it enjoys overlooking the broad St. Lawrence, with the Laurentian Hills, oldest of the world's mountains, closing the view in the distance, always evokes the admiration of those who come from the less favored places. Its mountain park is an adjunct such as is possessed by no other city on the continent. The evidences of Montreal's wealth and commercial activity, as seen in the shipping and business quarters, the double nationality of its people, and the growing importance of the city as a mercantile centre, invest Montreal with more than a passing interest.

AROUND THE WORLD

BY THE

CANADIAN PACIFIC ROUTE

CROSSING THE CONTINENT

At Montreal the Canadian Pacific Railway's transcontinental route to Vancouver may, in one sense, be said to begin, and for four days unless he desires to stop by the way, the tourist will find a comfortable home in one of the Canadian Pacific Railway Company's luxurious carriages, which, constructed on a somewhat different model from the older plans, are now recognized as being the most comfortable of all cars—by day a drawing-room, by night a comfortable bed-room, with smoking-room attached. Dining cars are run on all transcontinental trains.

Three hours' journey takes him to Ottawa, the capital of the Dominion. It is remarkable for its beautiful Parliament Buildings, library and departmental edifices. Situated on a hill, it commands a view of the Ottawa River and the romantic Chaudiere Falls, so intimately connected with the French and Indian wars of the seventeenth century, and now the power which runs the great sawmills that make Ottawa the chief lumbering centre of the world.

From Ottawa westward the route lies through country rich in timber and in game, but as yet only sparsely settled. Lake Nipissing, formerly a highway to the great lakes for the Montreal voyageurs to the west, is touched at North Bay (where passengers from Toronto join the transcontinental train), and on the second day out Lake Superior is reached. Passing within sight, for much of the time, of the clear waters and picturesque islands of this greatest of fresh-water seas, the passenger is carried through and over valleys of engineering work which of themselves explain the prophecy—happily falsified—which predicted that a railway neither would nor could be built through such a country, until he reaches Fort William, on the Keministiquia. The transcontinental train may be left at Sudbury, celebrated for its rich nickel mines, and passing through Michigan, Wisconsin, Minnesota (chief cities, St. Paul and Minneapolis) and North Dakota in the United States, via the Soo-Pacific line, he rejoined at Moose Jaw in the Canadian Northwest.

THUNDER BAY AND FORT WILLIAM

The charms of Thunder Bay and the frequent discovery of minerals in this district, together with the enormous grain shipments from the prairies, combine to make Fort William a place of great and growing importance. Passengers from the East frequently make part of the journey via Toronto and the Great Lakes. The Railway Company has a line of handsome Clyde-built steamers, which run in summer from Owen Sound to Fort William, where connection is made with the transcontinental trains. This break in the railway journey is a pleasant and a very popular route. Leaving Fort William, the line proceeds through wild and rugged country, which nevertheless has attracted some settlement and is drawing more, and is not without its value to sportsmen. When the train crosses the Red River into the city of Winnipeg an entirely new kind of country begins.

WINNIPEG

The tourist is now on the edge of the world's great wheatfields of the future, which even in their infancy have for several years raised a large surplus of the finest wheat, besides other grain. The traveller will probably stop over for a short time at Winnipeg and inspect the city, which a few years ago was merely a hamlet of Indian traders gathered around a Hudson's Bay Company's post, but now has a population of about 50,000, and is destined to become the most important city of Western Canada. It is an important railway centre, from which the C. P. R. branch lines radiate in all directions. In the proper season he will, if a sportsman, be able to secure such prairie grouse and wildfowl shooting as is difficult to obtain elsewhere, and if really desirous to take advantage of this opportunity he will find many other sportsmen of the place willing to instruct him as to the methods and places. He will find at the offices of the Canadian Pacific Railway, or of the Dominion Government, officials who will be glad to give him trustworthy information concerning the farming and ranching lands of Western Canada.

AROUND THE WORLD

BY THE

CANADIAN PACIFIC ROUTE

ON THE PRAIRIES

Leaving Winnipeg, the train passes through a number of small towns and thriving settlements—a few years ago all uncultivated prairie—for four hundred miles, when what are known as “The Plains” begin. At Moose Jaw tourists from the Middle States passing through St. Paul and Minneapolis and travelling by the “Soo-Pacific Route” join the main line of the Canadian Pacific Railway. From a little west of this point to Calgary, near the Rocky Mountains, about another four hundred miles, and stretching away south to the boundary of the United States and for some distance north of the railway line, is the ranching country of the great western territory of Canada, not so many years ago the roaming grounds of vast herds of buffalo and the hunting grounds of the Cree and Blackfoot Indians.

SIDE TRIPS

At several points—Portage-la-Prairie, Brandon, Regina, Medicine Hat and Calgary—the tourist is enabled to journey north or south of the main line on one or other of the branch lines whose junctions are at these points. A stop-over of a few days at Regina enables him to take another train and visit the prosperous settlement of Prince Albert, on the north branch of the Saskatchewan, and other points of a district once the great highway of the Hudson's Bay Company's business. From Medicine Hat the Crownsnest Pass line leads off past the Lethbridge collieries and Macleod the headquarters of the ranching industry in Southern Alberta through the Crownsnest Pass of the Rocky Mountains, forming a short route to the principal mining centres of East and West Kootenay, in the great mineral belt of Southern British Columbia. A fast service by this route has been inaugurated, connecting with the excellent steamboat system of the Canadian Pacific Railway Company, whose magnificent fleet of steamers operates on the principal waters of this region. At Calgary another diversion may be made and the train taken for Edmonton, formerly the chief emporium of the Hudson's Bay Company in the Saskatchewan country, now a growing town, the centre of one of the most fertile mixed farming districts of the West. From Calgary the tourist may also take train for the south, and visit the great ranching districts and the coal mines along the Crownsnest Pass line, which are making Southern Alberta famous.

THE ROCKY MOUNTAINS

Leaving Calgary, the principal city of the plains, the Rocky Mountains are plainly in sight, and in about three hours' time the train enters “The Gap,” which is the beginning of five hundred miles of the wildest and most picturesque scenery on the continent, that has been described by Whymper, the conqueror of the Matterhorn, as “fifty or sixty Swisslands rolled into one,” and whose scenic magnificence was termed “matchless” by H.R.H. The Prince of Wales. It is not the intention to attempt in the limited space of this publication any description of even the chief points in the several ranges of mountains through which the tourist passes between the prairie and the sea. The rugged, bare, fantastic monsters of the Rocky Mountains, of which the Three Sisters of Canmore, Cathedral Mtn., Mount Stephen, at the summit, and the Otter-tail Range are the chief features, form marvellous pictures of grandeur and beauty.

AT BANFF

But the tourist should stop over at Banff, in the Canadian Rockies, a station eighteen miles west of “The Gap.” Here is an excellent hotel built by the railway company at some hot sulphur springs of rare curative properties, and for many miles around is the National Park, a picturesque district set apart by the Dominion Government and preserved for the pleasure of tourists and sportsmen. To live like a sybarite where, until recently, the footsteps of the wandering Indian alone disturbed the solitude of the mountains, and to ride and drive with comfort amidst the grandest mountain scenery in America, is at the option of the guest at the Banff Hotel. Naturally enough, under these circumstances, the hotel during the season is always well occupied with pleasant family parties and leisurely globe-trotters. A short distance west of Banff is Laggan station, at which the tourist stops to visit Lake Louise, the neighboring glaciers and the other “Lakes in the Clouds,” where provision is also made for the traveller's comfort in picturesque chalets. No written description can adequately convey their beauty to the mind's-eye of the reader. Even more beautiful is the lately discovered Yoho Valley, within easy reach of Field station and chalet. Surrounded by some of the loftiest peaks of the northern Rockies, and the birthplace of the North Fork Kicking Horse River, this is one of the grandest upland parks in the chain. Its most prominent attraction is doubtless the great Takakkaw Fall, 1,200 feet high, fully the equal of anything in the Yosemite. At all these points experienced Swiss guides are stationed during the tourist season, who will accompany parties to interesting places in each locality. The Canadian Pacific Railway publishes guide-books to these resorts, which may be had without charge on application to any of the Company's agents.

THE SELKIRK RANGE

Up to the mountains the tourist has breakfasted, lunched and dined in a sumptuous dining car attached to the train, but in the mountains he takes his meals, and excellent ones they are, at the charming little chalet

AROUND THE WORLD

BY THE

CANADIAN PACIFIC ROUTE

hotels which the railway company has established. The “Mount Stephen House” at Field Station, from which the new, discovered wonderful glaciers, lofty cataracts and winsome lakes of the Rockies can be visited at leisure; the “Glacier House,” under the shadow of that highest peak of the Selkirks, “Sir Donald,” and at the foot of the Great Glacier, that marvellous river of ice, and within easy distance of several others; and the “Fraser Canon House” at North Bend Station, where the fearsome canons of the Fraser River may be explored. The wonderfully rich gold and silver regions of the Kootenay can also be easily reached from Revelstoke, a station on the main line on the western edge of the Selkirk Range, by branch line to the upper Arrow Lake, which with the Columbia River forms a delightful water route to the various mining centres. The Canadian Pacific's elegantly furnished and speedy steamers ply on these waters. The famed Cariboo gold fields are reached by stage from Ashcroft. The mountains being passed, the tourist soon reaches Vancouver on Burrard Inlet, and, if the steamer is not about to sail immediately, goes to the Hotel Vancouver, owned and operated by the Canadian Pacific Railway Company, noted as one of the best in America for those qualities which go to make the sum of a traveller's comfort. But, concerning these and many other things on the transcontinental journey, are they not written in the book of “The New Highway to the Orient,” which may be obtained gratuitously from any of the Canadian Pacific Railway Company's agents? Before starting on his trip the tourist should also procure from one of the company's agents a copy of a charmingly written little guide called “Westward to the Far East,” which will tell him just what he requires to know about Japan and China, and how those interesting countries may be reached, and as a means of briefly, but accurately, recording his journey across the continent he will find a copy of the Company's Annotated Time Table invaluable. These publications will cost him nothing. Steamers run daily across the straits to Victoria, on Vancouver Island, the capital of the province, and a city well worth a visit. All transpacific steamers stop at the harbor-mouth of Victoria, enabling passengers to embark. From Vancouver the routes cross the Pacific diverge, that of the Canadian Pacific's Empress steamship line to Japan and China being nearly due west, while that of the Canadian-Australian line lies southwest to Honolulu, H.I., Suva, Fiji, Brisbane, and thence to Sydney. Around-the-World passengers by these two routes would meet again at Colombo, Ceylon. Those intending to visit both Japan and Australia would meet at Sydney.

We will first follow the Empress route via Japan and China as far as Colombo.

ON THE PACIFIC

There is a charm in sailing the Pacific to which everyone yields. The Summer Sea, as Lord Dufferin calls it, has its own pleasant advantages, and it is redolent of the most romantic maritime history that has been written. In person you are on board a triumph of the shipbuilding art, with surroundings that fastidiousness itself is compelled to praise; in spirit you are with Drake and Frobisher and the daring buccaneers of good Queen Bess' time, who robbed the Spanish galleons in the sacred name and with the same cheerful religious zeal with which the Spaniards had plundered the Incas and other Indians of South America. A sail in sight on the Pacific suggests a galleon escaping; a second one, a buccaneer in chase. The steamers traversing the Pacific Ocean, the twin-screw steamers, Empress of India, Empress of China and Empress of Japan and the Tartar and Athenian are superior in speed, safety and luxury to anything that has ever sailed the Pacific, and have given a new charm to this voyage. They take a specified northern course between Vancouver and Yokohama, which is the shortest transpacific route by about three hundred miles, and which also usually enjoys the most pleasant weather. On such an ocean in such a ship it is impossible not to enjoy the trip from Vancouver to Japan. And there is much of novelty; the ways of the Atlantic liners are not those of the Pacific. There is an Eastern air in the latter which will be new to many. The servants are not called “stewards,” but “boys”; they are not black-jacketed Europeans, but white-frocked Celestials. There is no luncheon on board, but there is luxurious “tiffin,” and so on.

YOKOHAMA

In about ten days after leaving the shores of British Columbia the steamship is in Japanese waters, the first port reached being Yokohama. Unless in a very great hurry indeed, the tourist will here leave the steamer and take a little time to see Japan. There is so much to be seen, and so much of what is to be seen depends on the time of year, that no detailed information a tourist must either turn to the book already mentioned, “Westward to the Far East,” or he can obtain a “Murray's Guide to Japan” or “Japan as We Saw It” on the train, and with one or other of these can regulate his daily programme with the greatest economy of time and money and the maximum amount of sight-seeing.

Japan has lately become the desired goal of all who travel for pleasure, and who, jaded with the Old World and the American Continent, desire to see a phase of Eastern civilization unlike that to be met elsewhere. The descriptions of it written by Arnold, Griffiths, Oliphant and other men of literary reputation have fired the desire of the accustomed traveller to visit the land of the cherry blossom and the chrysanthemum, and none have regretted the trip. A country which, during the present generation, was a sealed book to foreigners, with which they could trade only across

AROUND THE WORLD

BY THE

CANADIAN PACIFIC ROUTE

a bridge and under a jealous watch, suddenly overthrew the chief officer of state, reverting in its allegiance to a still more ancient regime, and at the same time opened its ports, purchased steamships, built railways, adopted European costume and European arms, and generally effected the most extensive peaceful revolution that the world has ever seen. Japan is now in that condition in which the two systems are working side by side—the one developing, the other dying. It is therefore a most interesting time to visit the country while yet most of the old life remains, and ancient domestic customs and traditions surprise and delight the European stranger.

OTHER CITIES OF JAPAN

The temples of Nikko, the bazaars of Osaka, the commerce of Nagasaki and the antiquities of Kioto can be seen as easily and conveniently as if they were all in the neighborhood of London or New York. By consulting the guide to which reference has been made, it will be seen that there are a number of trips to be made in Japan, taking Yokohama as a starting point. Tokio, Nikko, Kioto, Nagasaki, Fujiyama, the sacred mount, whose general appearance a thousand Japanese artists have made familiar to the world; the several points on the Inland Sea, and even Hakodate, a very characteristic Japanese seaport in the north, may be seen in a short time. There are railways to the chief cities, and a Japanese company has steamers plying between Yokohama and the ports. Guides, when required, and servants are always to be had without delay; there is a regular scale of payment on a moderate basis for every service the tourist requires, and everything can be found at, or ordered from, his hotel. A round-the-world tourist, having two years in which to complete his tour, can well afford to linger in Japan, even if so doing should necessitate hurry in other places; but by waiting over for the next steamer following that by which he arrived, he will have three weeks or a month in Japan, besides ample time to see the most interesting places in China, Australia and India, as well as in Egypt and the Mediterranean. From Yokohama the steamer proceeds to Kobe, the two cities being also connected by rail.

THE INLAND SEA

Most of the leading foreign firms doing business in Japan are represented at Kobe. It is the starting point for Osaka, one of the brightest and most attractive of Japanese cities, and also for Kioto, as well as for other interesting points. From Kobe the steamer route lies through the Inland Sea and on to Nagasaki. The passage of this smooth, island-dotted water will suggest to the American and Canadian travellers the Thousand Islands of the St. Lawrence removed to Japan and peopled with the polite little people with whom sampans take the place of canoes. Nagasaki is one of the most interesting cities of Japan. It was the first city, and for about two centuries the only one, at which foreigners were permitted to trade. During a great part of that time the Dutch at one time, and the Portuguese at another traded from the Island of Deshima, which is connected with Nagasaki by a bridge, and European trade with Japan was carried on through them. But even the most sketchy description of what the traveller will find in Japan to interest and delight him is out of the question within the prescribed bounds of this publication.

SHANGHAI

A run of about four hundred miles from Nagasaki brings the tourist to the Woosung River, on which Shanghai is situated. There is a Chinese town at Woosung, where travellers are transferred into smaller steamers for Shanghai, and about a dozen miles up the river the great mercantile centre of Northern China is reached. As it is approached, after passing the bar a little above Woosung, the traveller sees in the fleet of junks, the forest of masts and the presence of European men-of-war under various flags, evidences of Shanghai's commercial importance. It is the chief seat of trade of the Yang-tse-Kiang River and the northern part of China, it being the most northern of the five treaty ports open to foreign trade. Besides the Chinese town, there are three foreign settlements, the English, American and French. The English and American form one municipality, while the French have laws and regulations for themselves. There is no want of social intermingling and amusement amongst the residents. In each of the settlements is a good hotel, and there is an excellent club in the town and another in the country, to which ladies are admitted as members. With a proper introduction, the traveller will find time pass pleasantly enough at Shanghai. In the season there is excellent shooting in the lower flats of the river. If time permits, the tourist can take a steamer to Hankow, the great tea port, on the road to which he will pass Nankin, one of the most celebrated of the cities of China, but one which, not being a treaty port, is closed to foreign trade. From Shanghai connecting steamers run to Tientsin, the port of Pekin, and other northern Chinese ports the greater part of the year. Southward the traveller continues his journey in one of the Canadian Pacific Railway Co.'s steamers, and next anchors at Hong Kong.

HONG KONG

There is an island lying off Kwang-tung, of which province Canton is the capital. It is a British Colony, the capital and indeed the only city of which is Victoria, though generally referred to in conversation as Hong Kong. It has a beautiful harbor, crowded with merchant vessels of all nations, numerous junks, innumerable sampans, or

AROUND THE WORLD

BY THE

CANADIAN PACIFIC ROUTE

native boats, and usually several men-of-war. There are good hotels here, and a well managed club. Strangers are hospitably received, when introduced by friends of the residents, and in the autumn and winter the climate is pleasant enough. The wet season, which is the least inviting time in which to visit Hong Kong, commences in May and continues until August.

CANTON, MACAO AND MANILA

From Hong Kong steamers ply to Macao and Canton, respectively forty and ninety-five miles distant. Macao is an old Portuguese settlement, and is well worth a visit. Canton, however, is the city which a tourist reaching Hong Kong will naturally be most anxious to see. It is the capital of the Kwang-tung province, and was inaccessible to Europeans until it fell before the combined English and French attack in 1858. Prior to this Europeans visited only an outer portion of the city separated from the main city by wall and water, and devoted to the hong and residences of the foreign merchants. Now, however, the pagodas, yamens and extraordinary streets of Canton may be traversed by foreigners. It is a city alive with population, and its principal streets are well filled with curio shops.

There are several steamers which run regularly between Hong Kong and Manila in the Philippines, a distance of between 600 and 700 miles, and sometimes they call at Amoy en route.

HONG KONG TO AUSTRALIA

Tourists desiring to see Australia, as well as Japan and China, can at Hong Kong take passage by a steamship of the China Navigation Company, of the Eastern & Australian Steamship Company or of the Nippon Yusen Kaisha and proceed via Torres Straits to Sydney, usually calling at Manila and at several other points on the way. At Sydney the direct Australian "Around the World" Route, presently to be described, is again joined.

SINGAPORE

From Hong Kong the tourist continues his globe-trotting trip in one of the "Peninsular & Oriental" or "North-German Lloyd" or "Messageries Maritimes" steamers through the China Sea to Singapore, about five days' voyage. Singapore is a very busy and important place, and a rendezvous and coaling station of the British East India Squadron, a large trade being done with the Malay Peninsula. Its population comprises men of every Eastern race and there are a number of interesting places to visit outside the town. It is famous for its flowers and fruits. From Singapore the route to Europe is continued through the Straits of Malacca, via Penang to Colombo, where tourists from Australia join the main route.

COLOMBO

In Ceylon's spicy isle, is one of the most interesting points on the route. There are some good hotels in Colombo, and it is noted for the beauty of the drives in the vicinity. It is a great place for jewellery of all descriptions unseen in shops at home, as well as for precious stones, imitation ones and other curios. Some of the finest jewels seen in the shops of London, Paris and New York are purchased at Colombo. Kandy, the capital, is reached by rail over a picturesque route.

AUSTRALIAN ROUTE FROM VANCOUVER

We will now return to the alternate "Around the World" Route. The first port of call on this route, after leaving Vancouver and Victoria, B.C., is Honolulu, the capital of the Hawaiian Islands, which is reached after a run of about seven days. Steamers as a rule arrive in Honolulu early in the morning, and usually their stay is from eight to thirty hours. The acquisition by the United States of the Hawaiian Islands has given them greater political and commercial importance, but to the tourist they possess other interesting characteristics. The scenery of the chief island is the most attractive of its kind; the views obtained, both of land and sea, the fiery brilliance of the Kilauwa Volcano, the drives and rides through luxuriant growth, and in a soft genial climate, and the customs and occupation of one of the most interesting of Southern races, combine to make a short stay in the mid-Pacific Isles a pleasant experience. Excellent arrangements exist for the accommodation, both while stopping and travelling, of tourists visiting all the islands. From Honolulu the route is continued to Suva, Fiji, on one of the largest of the group of 225 islands. The landscape is grand—hill and valley being clothed with beautiful and luxuriant vegetation. There are many curious sites to be seen in this former home of barbarism. The steamer proceeds direct from Suva to Brisbane, Queensland, the youngest of Australia's capitals, and thence to Sydney, New South Wales. The world's interest in the Australian commonwealth has of late years been largely increased by the development of its commerce as well as by its political growth and aspirations. Sydney and Melbourne are now only two of the important cities instead of being as they once were, the only two. Adelaide, Brisbane and others are rushing to the front of Southern cities, and personal observation, while satisfying those who desire to understand the present and possible future of Great Britain in the south seas, is made an agreeable task in a country where Europeans and Americans find so many natural conditions reversed, and where the luxuriance of semi-tropical growth surounds the ideas, customs and manners of Northern Europe. The construction of railways in

AROUND THE WORLD

BY THE

CANADIAN PACIFIC ROUTE

Australia has made easy of reach the great wool-raising plains, the rich gold fields that helped so much to make Australia famous, and has enabled tourists to visit one colony after another easily, and in a short time. Sydney is famous for its beautiful harbor, and its early existence as the headquarters of government and centre of business in the first half of the century, has given it a pre-eminent distinction. In the proper season it is a delightful centre from which to make excursions through the beautiful country and waters of the neighborhood. Melbourne, though younger than Sydney, is distinguished by its rapid strides in growth and commercial importance since the discovery of gold. There are numerous pleasant towns within rail communication of Melbourne, along the shores of Hobson's Bay—St. Kilda, Brighton, Geelong, etc. From Melbourne and from Sydney there is steamship communication with Tasmania, the two chief cities of which are Launceston and Hobart.

Passengers for New Zealand may transfer at Suva to the Union S. S. Co.'s steamship direct to Auckland, or they can travel by way of Sydney. These gems of the southern seas, which England conquered almost foot by foot from the Maoris, the finest and most intelligent of all natives of these latitudes, have acquired celebrity both from the commercial value of their industries and from the peculiar beauty of their scenery and luxuriousness of climate. Their mountains, lakes and cascades, their geysers, of which travellers have spoken in such enthusiastic strain, are *sui generis*, because the latitude and climate make these vistas unlike corresponding freaks of nature in northern climes. Wellington and Auckland on North Island, and Dunedin and Christchurch on South Island are the principal cities.

From Sydney or Melbourne the "Around the World" tourist crosses the Indian Ocean to Colombo, where those taking the Japan-China route are met. Here those travelling via the Peninsular & Oriental S. N. Co.'s Line or the Messageries Maritimes have the option under certain conditions of continuing the journey straight to Aden, or deviating to Bombay or to Calcutta and through Hindostan to the Arabian Sea; those travelling by the Orient-Pacific Line, the North-German Lloyd or Messageries Maritimes proceed direct across the Arabian and Red Seas.

INDIA

Should the route via Calcutta be chosen, the tourist is transferred to another steamer, and in about four days reaches the Hooghly, on which Calcutta is built, about ninety miles from the sea. Calcutta is the seat of the supreme government of India, the capital of the commerce of Bengal, and from its handsome buildings has been called "The City of Palaces." Its history is almost the history of the British in India. It was founded by the establishment of a small trading post in 1690, and remained in that insignificance for nearly a century, until Clive, in avenging the iniquity of the "Black Hole" of Calcutta, deposed Surajah Dowlah and commenced the operations—military, political and commercial—that resulted in the present Indian Empire. Calcutta is the solidity of Europe grafted on the barbaric splendor of the East. The fashions and manners of London jostle the customs and traditions of the Mogul Empire. It is associated with the names of England's greatest soldiers and statesmen, and its history is a story of the most marvellous triumph of western over eastern civilization that the world has ever read. Calcutta has a number of good hotels and other conveniences for the comfort of travellers, and every information can readily be obtained as to the several routes into the interior. There is rail in Cawnpore, Lucknow, Agra, Delhi and other places made famous in the Sepoy mutiny and re-conquest of India in 1858. The beautiful city of Agra, which in its own way is without a rival, is a little to the north of the main route to Bombay. Here is the celebrated Taj, which Sir Edwin Arnold declares to be the crown of all the triumphs of Mogul art. The Imperial tomb, built of white marble, cost three million sterling and occupied twenty thousand workmen for seventeen years. A little beyond Agra is Delhi, the city of Aurungzebe and the capital of the Mogul Empire, the capture of which, with the seizure of the king, was the crowning victory of the British arms in the great mutiny. Bombay, on the Arabian Sea, is perhaps the pleasantest and most beautiful of the English cities in India. It is on an island connected by bridges with the mainland, and is divided into a native and a European town, the former being especially interesting from the bazaars and native manufactures there carried on, as well as from the motley nature of its Indian population. The European portion is remarkable for the handsome residences of the merchants, in which art and science have been employed to provide the comforts and luxuries of eastern life. Near Bombay are the celebrated towers for the reception of the dead. From Bombay the steamer crosses the Arabian Sea to Aden and thence up the Red Sea to Ismailia, where passengers intending to visit Egypt disembark.

EGYPT

From Port Said and Ismailia there is rail communication to Cairo and Alexandria, from either of which points the tourist can take passage in one of the much-written-about Nile Dahabeahs and leisurely examine the land of the Pharaohs, climb the pyramids under which they are buried, investigate the Sphinx, and, if he desires, visit some of the battlefields of the recent wars against Arabi Pasha and the Mahdi. From October till May is the season for doing Egypt and the Nile. After that the weather becomes warmer than is agreeable to the majority of European and American travellers, and one service of boats specially designed for such tourists is discontinued.

AROUND THE WORLD

BY THE

CANADIAN PACIFIC ROUTE

THE MEDITERRANEAN

Then at his leisure, always remembering that his ticket is good for two years from the date of issue, the tourist returns to Ismailia and selects the route by which he will travel to England. There are several at his option, varying somewhat by the different lines. He can go by the all-sea route through the Mediterranean, calling at Brindisi and Malta, and passing Gibraltar on to London; or by Marseilles and Straits of Gibraltar; or from Alexandria to Brindisi or Naples and Genoa, the birthplace of Columbus; or he may disembark at Brindisi, Naples, Genoa or Marseilles and continue his journey overland through Europe. By the time he reaches London the Canadian Pacific Railway Company's globe-circling tourist will have had an opportunity to see the latest and the oldest civilizations in the world. The frontiers of the far west have been succeeded by the double civilization of the Japanese, and the ancient and unchanging methods and customs of the Chinese. The novelty of Australian life has closely followed the wondrous beauty of the sub-tropical isles of the Pacific. The Hindoo traditions have jostled those of the Moslem, where the fashions of Piccadilly are side by side with the remnants of Aurungzebe's Empire, and the evidences of Egypt's antiquity and the monuments of forty centuries have been observed from the deck of a London tourist organizer's boat. Not only will the tourist have experienced the pleasure derived from the strange and beautiful sights which he has seen, but he will have gained an insight into the trade and economy of those eastern and western peoples whose easy intercommunication is so rapidly influencing the trade and political relations of the world.

The tourist may invert the order of his journey, and by leaving England in the early winter may visit the cities of the continent, the points of interest in Egypt, India, Java, China, Japan and America each in the pleasantest season.

CAPE OF GOOD HOPE—CAPE HORN

While interest in South Africa is so predominant, it may be the desire of the traveller to visit the Dark Continent. He is enabled to follow his inclination by taking the Shaw, Savill & Albion or the New Zealand Shipping Company's lines (which run alternately) from London or Plymouth to Santa Cruz, the port of Tenerife (Canary Islands), famous for its "peak" and rich in British and Spanish naval associations, sail down the West African coast to Cape Town, where Table Mountain and Table Bay and the interesting English colony are to be seen, thence across the Indian Ocean to Hobart, Tasmania, where steamer connection is made with Sydney, from which point the voyage can be continued by the Canadian-Australian line to Vancouver, or by way of China and Japan to Hong Kong, where one of the White Empresses of the Canadian Pacific Railway Company is taken to Vancouver, the North American Continent traversed by the Canadian Pacific Railway, and England reached by one of the Atlantic liners from Montreal, Quebec, St. John, N.B., Halifax, Boston or New York.

Cape Horn and Brazil may also be visited in another tour by proceeding from London to Sydney via Canada, Hawaii and New Zealand, or via Canada, Japan and China, thence to Sydney, and re-embarking at Hobart, Tasmania, or Wellington, New Zealand, on the Shaw, Savill & Albion or New Zealand Shipping Company's steamers, the traveller doubles Cape Horn, gets an insight of South American life at Monte Video or at Rio de Janeiro, with its magnificent harbor and wonderful Botanical Gardens, touches at Tenerife and then sails direct to Plymouth and London.

THE success of the Canadian Pacific Railway Company's globe-circling excursions has been so marked that the Company has arranged not only to continue them, but, with its growing system and ever-increasing connections, to offer the travelling public additional privileges and new and attractive routes.

Tickets for the tours hereinafter described can be obtained at the rates named, and numerous variations and side trips may be made either free of charge or at a slight additional cost.

Sterling payment, as named, or its equivalent, will be required in all countries except on the American Continent, where gold, as named, or its equivalent, must be paid.

Two years will be allowed as the time during which tickets may be used, and stop-over privileges will be given at all points of interest.

The tickets are first-class throughout, and include meals and berths on ocean and Canadian Pacific lake steamships between Owen Sound and Fort William, but not on railways or other steamers. Tickets for meals and sleeping car berths on the Canadian Pacific Railway, when travelling between the Atlantic and Pacific Oceans, via their main line and Toronto or Montreal, can be obtained by holders of Round-the-World tickets for £6, or \$30.00 in gold.

Canadian Pacific Railway meal coupons will be good for meals only while in transit, and will not be received in payment for additional meals or rooms while stopping over at hotels. To provide for various routes which are different in time, etc., more coupons than are generally required are supplied, and the Company therefore, will not refund on unused coupons at end of journey, but expect them to be returned to the Company.

The routes as detailed herein for convenience read from and to London, Eng., but the rates quoted will apply from any intermediate point, except that passengers commencing the journey at Rio de Janeiro, will be charged £16 18s. extra, and the journey, with its numerous variations, unless when otherwise stated, can be arranged in either direction at option of passenger when tickets are purchased. In all cases return to the starting point of ticket is included.

ROUTE 1—£125 OR \$610 GOLD

Railway, London to Liverpool or Southampton.
* Choice of Transatlantic Steamship Lines Liverpool or Southampton to Quebec, Montreal, St. John, N.B., Halifax, Boston or New York.

Canadian Pacific Railway direct route from Quebec, Montreal, St. John, N.B., or Halifax, or direct rail lines from New York or Boston to Montreal, thence Canadian Pacific Ry. to Vancouver.

Canadian Pacific Railway Company's Royal Mail Steamship Line Vancouver to Yokohama, Kobe, Nagasaki and Shanghai or Hong Kong.

Peninsular & Oriental Steam Navigation Company's Steamship Line Yokohama, Kobe, Shanghai or Hong Kong to Singapore, Penang, Colombo, Aden, Ismailia, Port Said, Brindisi, Malta (or Port Said and Marseilles), Gibraltar, Plymouth and London.

ROUTE 2—£125 OR \$610 GOLD

Same as Route 1 to Vancouver.

Canadian Pacific Railway Company's Royal Mail Steamship Line Vancouver to Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong.

North-German (Norddeutscher) Lloyd Steamship Co.'s Line, Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong to Singapore, Penang, Colombo, Aden, Suez, Port Said, Naples, Genoa, Gibraltar, Southampton and rail to London.

ROUTE 3—£125 OR \$610 GOLD

Same as Route 1 to Vancouver.

Canadian Pacific Railway Company's Royal Mail Steamship Line, Vancouver to Yokohama, Kobe, Nagasaki, Shanghai or Hong Kong.

Messageries Maritimes (French Mail Line), Yokohama, Kobe, Shanghai or Hong Kong to Saigon, Singapore, Colombo, Aden or Djibouti, Suez, Port Said, Marseilles, Paris, Calais, Dover (or Boulogne and Folkestone) and London.

ROUTE 4—£130 OR \$632.70 GOLD

Railway, London to Liverpool or Southampton.

* Choice of Transatlantic Steamship Lines Liverpool or Southampton to Quebec, Montreal, St. John, N.B., Halifax, Boston or New York.

Canadian Pacific Railway direct route from Quebec, Montreal, St. John, N.B., or Halifax, or direct rail lines from Boston or New York to Montreal, thence Canadian Pacific Railway to Vancouver.

Canadian-Australian Royal Mail Steamship Line, Vancouver to Honolulu, H.I., Suva, Fiji, Brisbane and Sydney, Australia.

Peninsular & Oriental Steam Navigation Company's Steamship Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Ismailia, Port Said, Brindisi, Malta (or Port Said and Marseilles), Gibraltar, Plymouth and London.

ROUTE 5—£130 OR \$632.70 GOLD

Same as Route 4 to Sydney, Australia.

North-German (Norddeutscher) Lloyd Steamship Company's Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Naples, Genoa, Southampton, and rail to London.

ROUTE 6—£130 OR \$632.70 GOLD

Same as Route 4 to Sydney, Australia.

Orient-Pacific Line Sydney to Melbourne, Adelaide, Fremantle, Colombo, Suez, Ismailia, Port Said, Naples, Marseilles, Gibraltar, Plymouth and London (Tilbury).

ROUTE 7—£130 OR \$632.70 GOLD

Same as Route 4 to Sydney, Australia.

Messageries Maritimes (French Mail Line) Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Marseilles, Calais, Dover (or Boulogne and Folkestone) and London.

ROUTE 8—£115 OR \$560.30 GOLD

Same as Route 4 to Sydney, Australia.

Aberdeen Line Steamships to Melbourne, †Port Natal, Cape Town, Tenerife, Plymouth and London.

ROUTE 9—£115 OR \$560.30 GOLD

Same as Route 4 to Sydney, Australia.

Lund's Blue Anchor Line Steamships to Melbourne, †Port Natal, Cape Town, Las Palmas and London.

ROUTE 10—£157 OR \$764 GOLD

Railway, London to Liverpool or Southampton.

* Choice of Transatlantic Steamship Lines, Liverpool or Southampton to Quebec, Montreal, St. John, N.B., Halifax, Boston or New York.

Canadian Pacific Railway direct route from Quebec, Montreal, St. John, N.B., or Halifax, or direct rail lines from New York or Boston to Montreal, thence Canadian Pacific Railway to Vancouver.

Canadian Pacific Railway Company's Royal Mail Steamship Line, Vancouver to Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong.

North German (Norddeutscher) Lloyd Steamship Company's Line, or China Navigation Company's, or Eastern & Australian Steamship Co.'s or Nippon Yusen Kaisha Steamships, Hong Kong to Sydney, Australia.

Peninsular & Oriental Steam Navigation Company's Steamship Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Ismailia, Port Said, Brindisi, Malta (or Port Said and Marseilles), Gibraltar, Plymouth and London.

ROUTE 11—£157 OR \$764 GOLD

Same as Route 10 to Sydney, Australia.

North-German (Norddeutscher) Lloyd Steamship Company's Line, Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Naples, Genoa, Gibraltar, Southampton and rail to London.

ROUTE 12—£157 OR \$764 GOLD

Same as Route 10 to Sydney, Australia.

Orient-Pacific Line to Melbourne, Adelaide, Fremantle, Colombo, Suez, Ismailia, Port Said, Naples, Marseilles, Gibraltar, Plymouth and London (Tilbury).

*See note headed "Transatlantic Steamships" page 12.

†Aberdeen and Lund's Steamships do not call at Port Natal eastbound.

ROUTE 13—£157 OR \$764 GOLD

Same as Route 10 to Sydney, Australia.

Messageries Maritimes (French Mail Line) Sydney to Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Marseilles, Calais, Dover (or Boulogne and Folkestone) and London.

ROUTE 14—£142.10 OR \$694.35 GOLD

Same as Route 10 to Sydney, Australia.

Aberdeen Line Steamships to Melbourne, †Port Natal, Cape Town, Tenerife, Plymouth and London.

ROUTE 15—£142 OR \$691.85 GOLD

Same as Route 10 to Sydney, Australia.

Lund's Blue Anchor Line Steamships to Melbourne, †Port Natal, Cape Town, Las Palmas, and London.

ROUTE 16—£130 OR \$632.70 GOLD

(THIS ROUTE IS NOT REVERSIBLE)

Same as Route 4 to Sydney, Australia.

Connecting Steamer to Hobart, Tasmania, or Wellington, N.Z. Shaw, Savill & Albion Company's (Limited), or New Zealand Shipping Company's (Limited) Steamships via Cape Horn, Montevideo or Rio de Janeiro and Tenerife to Plymouth.

Railway or steamship to London.

ROUTE 17—£157 OR \$764 GOLD

(THIS ROUTE IS NOT REVERSIBLE)

Same as Route 10 to Sydney, Australia.

Connecting Steamer to Hobart, Tasmania, or Wellington, N.Z. Shaw, Savill & Albion Company's (Limited), or New Zealand Shipping Company's (Limited) Steamships via Cape Horn, Montevideo or Rio de Janeiro and Tenerife to Plymouth.

Railway or steamship to London.

ROUTE 18—£130 OR \$632.70 GOLD

(THIS ROUTE IS NOT REVERSIBLE)

Railway or Shaw, Savill & Albion Company's (Limited), or New Zealand Shipping Company's (Limited) Steamships, London to Plymouth. Shaw, Savill & Albion Co.'s (Limited), or New Zealand Shipping Co.'s (Limited) Steamships via Tenerife and Cape Town to Hobart, Tasmania. Connecting steamer to Sydney, Australia.

Canadian-Australian Royal Mail Steamship Line to Brisbane, Suva (Fiji), Honolulu, H.I., and Vancouver.

Canadian Pacific Ry. direct route to Montreal, Quebec, St. John, N.B., or Halifax, or to Boston or New York via Montreal and direct lines.

*Choice of Transatlantic S. S. Lines to Liverpool or Southampton. Railway to London.

ROUTE 19—£157 OR \$764 GOLD

(THIS ROUTE IS NOT REVERSIBLE)

Same as Route 18 to Sydney, Australia.

North German (Norddeutscher) Lloyd Steamship Company's Line, or China Navigation Company's, or Eastern & Australian Steamship Company's or Nippon Yusen Kaisha Steamships to Hong Kong.

Canadian Pacific Railway Company's Royal Mail Steamship Line via Shanghai, Nagasaki, Kobe and Yokohama to Vancouver.

Canadian Pacific Railway direct route to Montreal, Quebec, St. John, N.B., or Halifax, or to Boston or New York via Montreal and direct lines.

*Choice of Transatlantic S. S. Lines to Liverpool or Southampton. Railway to London.

VARIATIONS WITHOUT CHARGE

The following variations in route in either direction will be allowed without extra charge, provided application for same is made at time of purchase of ticket or at the offices of the Canadian Pacific Railway at London, Eng., Liverpool, Eng., New York, Montreal, Vancouver, Yokohama or Hong Kong, at the office of the Canadian-Australian Royal Mail Line in Sydney, at the office of the Peninsular & Oriental Steam Navigation Company or North-German (Norddeutscher) Lloyd Steamship Company or the Messageries Maritimes at London, Eng., Hong Kong or Sydney, or at the offices of the Shaw, Savill & Albion Company (Limited), or New Zealand Shipping Company (Limited) at London, Hobart or Wellington or at the offices of the Orient-Pacific Line, or Aberdeen Line, or Lund's Blue Anchor Line, in London or Sydney.

1. From New York to Gibraltar, Genoa or Naples, via Cunard Line or North-German Lloyd S. S. Co., or Hamburg-American Line; from Boston to Gibraltar, Marseilles, Genoa or Naples via White Star Line; thence via Peninsular & Oriental Steam Navigation Co.'s Line. North-German (Norddeutscher) Lloyd Steamship Co.'s Line or Messageries Maritimes.

2. From New York to Vancouver, via direct line to Niagara Falls, Toronto and Fort William.

3. From Montreal to Vancouver, via Canadian Pacific Railway to Toronto and Fort William.

4. From New York to Vancouver, in summer (May 15th to October 31st), via direct line to Niagara Falls, Toronto and Owen Sound, thence C. P. Lake Steamship Line to Fort William.

5. From Montreal to Vancouver, in summer, via C. P. Ry., Toronto, Owen Sound, and C. P. Lake Steamship Line to Fort William.

6. From Montreal to Vancouver, in summer, via C. P. Ry., to Sault Ste. Marie and C. P. Lake Steamship Line to Fort William.

7. From Montreal or Toronto to Vancouver, via North Bay, Sault Ste. Marie, St. Paul, Minneapolis and Moose Jaw (Soo-Pacific Route).

8. From Montreal or Toronto to Vancouver. 15th May to 31st October, via Owen Sound and C. P. Lake Steamship Line to Sault Ste. Marie, thence rail via St. Paul, Minneapolis and Moose Jaw (Soo-Pacific Route).

9. Vancouver to Yokohama, via Can. Pac. Local Steamers (B.C. Coast Service) to Victoria, B.C., thence Can. Pac. Royal Mail Steamships.

10. Vancouver to Sydney, via Can. Pac. Local Steamers (B.C. Coast Service) to Victoria, B.C., thence Canadian-Australian Royal Mail Steamships.

11. Peninsular & Oriental Steamships from Yokohama, Kobe, Nagasaki or Shanghai to Hong Kong (i.e., between any two or more of the ports named), instead of C. P. Ry. Co.'s Steamships, when route of passengers is by Peninsular & Oriental Steamships beyond Hong Kong.

12. North-German (Norddeutscher) Lloyd Steamships from Yokohama, Kobe, Nagasaki or Shanghai to Hong Kong (i.e., between any two or more

*See note headed "Transatlantic Steamships," page 12.

†Aberdeen and Lund's Lines Steamships do not call at Port Natal eastbound.

of the ports named), instead of Canadian Pacific Railway Company's Steamships, when route of passengers is by North-German (Norddeutscher) Lloyd Line beyond Hong Kong.

13. Messageries Maritimes Steamships from Yokohama, Kobe, or Shanghai to Hong Kong (i.e., between any two or more of the ports named), instead of Canadian Pacific Railway Company's Steamships, when route of passengers is by Messageries Maritimes beyond Hong Kong.

14. London to Cape Town, via Shaw, Savill & Albion Company's Line, thence via New Zealand Shipping Company's Line to Hobart, Tasmania, or London to Cape Town via New Zealand Shipping Company's Line, thence via Shaw, Savill & Albion Company's Line to Hobart, Tasmania.

15. North German (Norddeutscher) Lloyd Steamships from Hong Kong to Singapore, via Bangkok instead of direct. Route 2.

VARIATIONS ON EXTRA PAYMENT.

The following variations in route (in either direction—unless otherwise stated) will be allowed on payment of the additional amounts herein shown at time of purchase of tickets or on application to agent of the C. P. Ry. at London, Eng., New York, Montreal, Vancouver, Hong Kong or Sydney, or agent of the Steamship Co. at London, Colombo, Hong Kong or Sydney, when variation is arranged:

1. From Atlantic port of landing to Vancouver, via direct rail lines to Chicago, St. Paul and Moose Jaw (Soo-Pacific Route), £22.0.0, or \$10.00 gold.

2. From Atlantic port of landing to Vancouver, via direct rail lines to Chicago, St. Paul and Winnipeg, £23.0.0, or \$15.00 gold.

3. From Atlantic port of landing to Vancouver, via direct lines to North Bay, Sault Ste. Marie, St. Paul and Winnipeg, £1.0.0, or \$5.00 gold.

NOTE.—If passenger provides his own passage between Atlantic port of landing and Vancouver or Victoria, an allowance of £10 6s., or \$50.00 will be made.

If passenger provides his own transatlantic passage, an allowance of £10 6s., or \$50.00 will be made.

If passenger provides his own transatlantic passage and also passage between Atlantic port of landing and Vancouver or Victoria, an allowance of £13 8s. 3d., or \$75.00 will be made.

4. Toronto to Montreal, via St. Lawrence River and Rapids (minals and berths extra), £1 13s., or \$3.00.

5. From Hong Kong or Sydney by North-German (Norddeutscher) Lloyd Steamships to Aden, thence German East Africa Line to Tangra, Dar-es-Salaam, Zanzibar, Mozambique (or via Mombassa, Kilwa, Lindi, Mikindani and Ibo to Mozambique), Beira, Delagoa Bay, Durban, East London, Port Elizabeth, Cape Town, Las Palmas, Lisbon and Flushing to London, £27 10s., or \$133.85 gold.

6. Passengers by the P. & O. from Sydney or Hong Kong to London, can proceed via India on payment of an additional sum of £5 (\$24.30 gold), for which they will be furnished with one passage from Colombo to Bombay and thence to Aden, or if there is room in P. & O. steamer leaving at a suitable date, by P. & O. Steamer from Colombo to Calcutta and from Bombay to Aden, but will have to pay their own railway fare across India from Calcutta to Bombay, if they take that route. The P. & O. Co. do not guarantee connection between their various India, China and Australia steamers at Colombo.

7. Passengers by P. & O. from London to Hong Kong or Sydney can proceed via India on payment of an additional sum of £5 (\$24.30 gold), for which they will be carried by steamer from Aden to Bombay and from Bombay to Hong Kong or Sydney, if there is room in P. & O. steamer leaving at a suitable date, but will have to pay their detention expenses and rail fare in India, Bombay to Calcutta, and local steamer fare, Calcutta to Colombo, if they take that route.

8. Passengers by the P. & O. may, on payment of the following amounts in addition to the £5 (\$24.30 gold) called for in paragraphs 6 and 7, at the time of purchasing around the world tickets, have them made to include overland rail passage across India, viz., £6 (\$29.20 gold) between Calcutta and Bombay, via Allahabad and Jubbulpore, or £9.5s. (\$45 gold) between Calcutta and Bombay via North-West Provinces through Benares, Lucknow, Cawnpore, Agra, Delhi, Jeyore and Ahmedabad.

9. Passengers by Messageries Maritimes between Hong Kong and London, will be carried via Bombay between Aden and Colombo on payment of an additional sum of £5 (\$24.30 gold), but if they travel by rail across India and by local steamer between Calcutta and Colombo, will require to pay their rail fare in India and the local steamer fare between Calcutta and Colombo, as well as the additional £5 (\$24.30 gold).

Passengers by Messageries Maritimes between Sydney and London will be carried via Bombay between Aden and Colombo without extra charge as the Australian steamships of this line run via Bombay.

10. Passengers by the North German (Norddeutscher) Lloyd from Sydney or Hong Kong to London, wishing to visit India, may leave steamship at Singapore or Penang and travel by the British India S. N. Co. to Calcutta or Madras, and from Bombay to London by the Austrian Lloyd on payment of £5 (\$24.30 gold). In addition they will have to provide their own transportation across India, Calcutta or Madras to Bombay.

11. Passengers by the North German (Norddeutscher) Lloyd from Sydney or Hong Kong to London, wishing to visit India, can stop over at Colombo, or, if desired, will be furnished with passage by the British India S. N. Co. from Singapore or Penang to Calcutta, and then from Colombo by the North German (Norddeutscher) Lloyd. For the continuance of the voyage from Colombo no extra charge is made, but passengers must make their own way from Calcutta to Colombo.

12. From Port Said to Marseilles via Jaffa, Beyrout, Smyrna, Constantinople, Piræus (Athens) and Naples, instead of direct when through tickets read via Messageries Maritimes, £9, or \$43.80 gold.

13. From Port Said to Marseilles via Beyrout, Syrian ports, Rhodes or Vathy, Smyrna, Constantinople, Piræus (Athens) and Naples, instead of direct, when through tickets read via Messageries Maritimes, £14, or \$63.15 gold.

14. From Hong Kong to Manila, Philippines, and return, £7 3s. 10d., or \$35.00 gold.

15. From Yokohama, Kobe or Nagasaki to Sydney instead of Hong Kong to Sydney, by Australian Steamship on Routes 10, 11, 12, 13, 14, 15, 17 and 19 £4 10s. 5d., or \$21.85 gold.

16. From Brisbane by rail to Sydney, £2 13s., or \$12.00 gold; from Sydney by rail to Melbourne, £2 14s., or \$13.15 gold; to Adelaide £3 18s., or \$19.00 gold. These rates can be obtained only on presentation at railway ticket office of certificate from purser of steamship.

17. From Sydney to Auckland, N.Z., and return, £10 15s., or \$52.35 gold.

18. From Sydney to Suva, Fiji, via Auckland, instead of direct, £2 14s., or \$13.15 gold.

19. From Sydney to Suva, Fiji, via Auckland and Wellington, instead of direct £4 10s., or \$21.80 gold.

20. From Brindisi to London, by Peninsular & Oriental overland express (including sleeping car on rail journey), £9 10s. 6d., or \$46.35 gold, for passengers by routes 1, 4 and 10.

21. From Marseilles to London, by Peninsular & Oriental overland express (including sleeping car on rail journey), £5 9s. 11d., or \$26.75 gold for passengers by Routes 1, 4 and 10.

NOTE.—If passenger provides for his own transit Brindisi, Naples, Genoa or Marseilles to London, an allowance of £4 or \$19.50 gold will be made.

22. On Route 1 from Colombo to Penang by Penin. & Orient S. N. Co. to Calcutta, thence by British India S. N. Co. (or vice versa) £16 or \$78 gold.

23. Should passengers desire to arrange other variations in the route they are requested to communicate with the agents of the Canadian Pacific Railway Company.

TICKET CONDITIONS

The following are the conditions on which the tickets will be issued:—

That they will not be transferred.

That they will be good for passage within two years (24 months) from date of issue.

That they will be used in the direction in which issued.

That they will include meals and berths on ocean steamships and on Canadian Pacific Lake Steamships between Owen Sound and Fort William, but not on railways or other steamers.

That they will admit of stop-over at any steamship port of call or any point on the Canadian Pacific Railway.

In other respects the regular rules of the various companies interested will apply, and passages are issued only on the conditions stated in the passage tickets and handbooks.

BAGGAGE

The Canadian Pacific Railway Company will, on its railway and steamship lines, allow 350 pounds of baggage free for each adult ticket, proportionately for half and quarter fares.

The same allowance will be made on Canadian-Australian, Shaw Savill & Albion and New Zealand Shipping Co.'s Steamships.

The Peninsular & Oriental S. N. Co., and the Messageries Maritimes (French Mail Line) allow 336 pounds free for each adult passenger.

The North-German Lloyd Steamship Company between Southampton and Sydney, Hong Kong or Shanghai, and the Orient, Aberdeen and Lund's Blue Anchor Lines will allow 40 cubic feet measurement.

The Transatlantic S. S. Lines will allow 20 cubic feet measurement.

All in excess of these weights will be charged for at regular rates.

The free baggage allowance on the English and Indian railways is only 112 pounds, and on the French railways 60 pounds; across European continent, Brindisi to London by Peninsular & Oriental express, 66 pounds per adult.

Baggage for steamship cabins should not exceed 3 feet in length, 1 foot 9 inches in width, and 1 foot 3 inches in depth.

All baggage should be marked with owner's name and address in paint.

All baggage is entirely at owner's risk unless insured.

THE CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL

STEAMSHIP LINE TO JAPAN AND CHINA

Consists of the Steamships Empress of India, Empress of Japan and Empress of China, each 485 feet in length and 6,000 tons gross register. The Empresses have made some remarkable records on the Transpacific Route, bringing Yokohama within twenty-one days of London and fourteen days of New York and Boston. They are fitted with twin-screws and have all the modern improvements and latest appliances known to marine architects to insure speed, safety and comfort. The hulls are of steel, with double bottoms extending the full length of the vessel, and are divided into numerous watertight compartments, rendering them practically unsinkable. The engines (10,000 horse power) have developed a speed of over nineteen knots per hour. The saloons, library and staterooms are marvels of beauty and luxury. They are lighted throughout by electricity, and thoroughly well ventilated, and for comfort excel anything afloat.

THE CANADIAN-AUSTRALIAN ROYAL MAIL STEAMSHIP COMPANY'S LINE.

Consists at present of the steamships Moana (350 feet in length, 4000 tons gross register), Miowera (360 feet in length and 3,500 tons gross register), and the steamship Aorangi (389 feet in length and 4,250 tons gross register), with a speed of seventeen knots. The steamships are fitted with all the latest appliances for speed, safety and comfort. The staterooms are large and handsomely furnished.

THE PENINSULAR ORIENTAL STEAMSHIPS

Are also of modern type and are furnished and operated in the thoroughly efficient manner well-known to Indian travellers.

TRANSATLANTIC STEAMSHIPS

Around-the-World passengers are entitled to transatlantic accommodation usually rated at from £18 to £20 between European ports and New York, Boston, Halifax, St. John, N.B., Quebec and Montreal, provided berths at the rates named are vacant. If accommodation at such rates is not available by any particular steamship, or if accommodation is desired for which a higher rate is usually charged at that season of the year by the Steamship Line, the additional charge will require to be paid by the passenger.

SHAW, SAVILL & ALBION CO. (LTD.) NEW ZEALAND SHIPPING CO. (LTD.) ORIENT-PACIFIC LINE, NORTH GERMAN (NORDDEUTSCHER) LLOYD STEAMSHIP COMPANY, MESSAGERIES MARITIMES (FRENCH MAIL LINE), ABERDEEN LINE AND LUND'S BLUE ANCHOR LINE. The fleets of these companies are composed of magnificent, full-powered steamships.

THE CANADIAN PACIFIC RAILWAY

The longest continuous railway in the world under one management, extending from the Atlantic to the Pacific, over 3000 miles of uninterrupted line. It is the most comfortable, interesting, shortest and cheapest route across the western continent. Its sleeping and dining cars surpass all others in elegance and convenience, and railway travel is made a pleasure instead of, as heretofore, a weariness. The greatest natural wonders on the continent are on the line of the Canadian Pacific Railway.

DESCRIPTIVE PAMPHLETS

Intending passengers desirous of informing themselves concerning the countries and places through which they are to pass, or may visit, should obtain the following publications:—

"The New Highway to the Orient" and "Westward to the Far East," which are to be had free of charge on application to any Canadian Pacific Railway agent.

Handbooks of information issued by the various steamship lines connecting with Canadian Pacific Railway are to be obtained on application to their respective agents.

The Canadian Pacific Railway Company also issues several pamphlets—"Quebec," "Montreal," "Western Canada," "British Columbia," "Summer Tours," "Fishing and Shooting," "Climates of Canada," "Trans-Pacific Handbook," "Across Canada to Australia," "St. Andrews-by-the-Sea," "Glaciers," "Challenge of the Mountains," etc., which are handsomely illustrated, contain a great deal of information, and are distributed gratis.

DISTANCE TABLE

MILES		MILES	
London to Liverpool.....	201	Shanghai to Hong Kong....	810
Liverpool to Quebec.....	2,661	Hong Kong to Colombo.....	3,096
Liverpool to Montreal.....	2,833	Vancouver to Honolulu.....	2,435
Liverpool to St. John, N.B.	2,721	Honolulu to Suva, Fiji.....	2,780
Liverpool to Halifax.....	2,342	Suva to Brisbane, Qd.....	1,540
Liverpool to Boston.....	2,997	Brisbane to Sydney.....	510
Liverpool to New York.....	3,130	Sydney to Colombo.....	5,556
Southampton to New York..	3,101	Sydney to Hong Kong, via	
Quebec to Montreal.....	173	Torres Straits	4,900
St. John to Montreal.....	482	Colombo to Calcutta.....	1,260
Halifax to Montreal.....	758	Colombo to Bombay.....	875
Boston to Montreal.....	341	Colombo to Port Said.....	3,488
New York to Montreal.....	383	Bombay to Port Said.....	3,059
New York to Toronto.....	540	Port Said to Brindisi.....	930
Montreal to Toronto.....	338	Port Said to London, sea	
Toronto to Owen Sound.....	122	route.....	3,225
Owen Sound to Fort William.	554	Port Said to London, via	
Montreal to Vancouver.....	2,904	Brindisi	3,570
Toronto to Vancouver, via rail.	2,770	Plymouth to Hobart, via	
Vancouver to Yokohama....	4,283	Cape of Good Hope.....	11,630
Yokohama to Shanghai, via		Wellington to Plymouth, via	
Inland Sea	1,178	Cape Horn	11,830

DISTANCES BY SEA ARE IN NAUTICAL MILES; BY LAND IN STATUTE MILES.

CONDENSED TIME TABLES

The time by railway or steamship given herein is not guaranteed, as it is subject to change. Steamships may leave ahead of time at intermediate ports. It is given for information of passengers to assist them in mapping out their trip. Close connections between trains and steamships, or between steamships at ports of change, although they can generally be depended on, are not guaranteed. For full and latest particulars the current time tables and handbooks of information published by the different companies are recommended.

EUROPE

Trains leave London for Liverpool, Southampton or Plymouth, and *vice versa*, by the various railways almost hourly.

Transatlantic steamships leave Liverpool for Canadian, and Liverpool and Southampton for United States ports, and *vice versa*, almost daily.

NORTH AMERICAN CONTINENT

TRAINS LEAVE

New York for Montreal, and *vice versa*, mornings and evenings. Time about twelve hours.

New York for Toronto, via Niagara Falls, and *vice versa*, mornings and evenings. Time about sixteen hours.

Halifax for Montreal, mornings; Montreal for Halifax, evenings. Time about twenty-five hours.

Quebec for Montreal, mornings, noons and evenings; eastbound mornings, afternoons and evenings. Time about four and a half hours.

Montreal for Toronto, and *vice versa*, mornings and evenings. Time about nine hours.

Toronto for Owen Sound and Fort William via Lake Route in summer, three times a week, as advertised in current time table; eastbound from Fort William, ditto. Time about forty-six hours.

Montreal to Winnipeg and Vancouver, mornings, and during summer evenings also (double daily service); eastbound from Vancouver about noon, except during summer, when they leave mornings and evenings (double daily service). Time four and one-half days in summer, five days in winter.

CANADIAN PACIFIC RAILWAY COMPANY.

ATLANTIC STEAMSHIP LINES.

(Subject to Change without Notice.)

FROM MONTREAL.	STEAMSHIP	FROM LIVERPOOL
Thursday, Sept. 7, 1905..	.....Lake Erie.....	Tuesday, Aug. 22, 1905.
" " 14, " "	.....Lake Manitoba.....	" " 29, "
" " 28, " "	.....Lake Champlain.....	" Sept. 12, "
" Oct. 12, " "	.....Lake Erie.....	" " 26, "
" " 19, " "	.....Lake Manitoba.....	" Oct. 3, "
" Nov. 2, " "	.....Lake Champlain.....	" " 17, "
" " 16, " "	.....Lake Erie.....	" " 31, "
" " 28, " "	.....Lake Manitoba.....	" Nov. 7, "

Steamers sail from Montreal at daybreak, passengers embarking the evening previous any time after 8 p.m., and from Quebec about 3 p.m., shortly after the arrival of the C.P.R. and G.T.R. trains from the West. Passengers from the Lower Provinces make close connection with the steamships by the I.C.R. train arriving at Quebec Thursday at 11.55 a.m.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIPS

STEAMSHIPS WESTBOUND	*Van- couver Lv. Mon.	Yoko- hama ARR.	Kobe ARR.	Naga- saki ARR.	Shanghai (Woosung) ARR.	Hong Kong ARR.
	1905	1905	1905	1905	1905	1905
Empress of China....	Sept. 4	Sept. 18	Sept. 19	Sept. 21	Sept. 23	Sept. 26
Empress of India....	Oct. 2	Oct. 16	Oct. 17	Oct. 19	Oct. 21	Oct. 24
Empress of Japan....	30	Nov. 13	Nov. 14	Nov. 16	Nov. 18	Nov. 21
Empress of China....	Nov. 27	Dec. 11	Dec. 12	Dec. 14	Dec. 16	Dec. 19
Empress of India....	Dec. 25	1906	1906	1906	1906	1906
Empress of Japan....	Jan. 22	Jan. 8	Jan. 9	Jan. 11	Jan. 13	Jan. 16
Empress of China....	Feb. 19	Feb. 5	Feb. 6	Feb. 8	Feb. 10	Feb. 13
Empress of India....	Mar. 19	Mar. 5	Mar. 6	Mar. 8	Mar. 10	Mar. 13
Empress of Japan....	Apr. 9	Apr. 23	Apr. 24	Apr. 26	Apr. 28	May 1

Passengers by this line transfer at Hong Kong to Manila steamers

STEAMSHIPS EASTBOUND	Hong Kong Lv. Wed.	Shanghai (Woosung) ARR.	Naga- saki ARR.	Kobe ARR.	Yoko- hama ARR.	Van- couver ARR.
	1905	1905	1905	1905	1905	1905
Empress of Japan....	Sept. 20	Sept. 22	Sept. 25	Sept. 26	Sept. 29	Oct. 11
Empress of China....	Oct. 18	Oct. 20	Oct. 23	Oct. 24	Oct. 27	Nov. 8
Empress of India....	Nov. 15	Nov. 17	Nov. 20	Nov. 21	Nov. 24	Dec. 6
Empress of Japan....	Dec. 13	Dec. 15	Dec. 18	Dec. 19	Dec. 22	1906
Empress of China....	Jan. 10	Jan. 12	Jan. 15	Jan. 16	Jan. 19	Jan. 31
Empress of India....	Feb. 7	Feb. 9	Feb. 12	Feb. 13	Feb. 16	Feb. 28
Empress of Japan....	Mar. 7	Mar. 9	Mar. 12	Mar. 13	Mar. 16	Mar. 28
Empress of China....	" 28	Mar. 30	Apr. 2	Apr. 3	Apr. 6	Apr. 18

CANADIAN-AUSTRALIAN STEAMSHIP LINE

STEAM- SHIPS SOUTH- BOUND	*Van- couver Leave	Hono- lulu, H.I. Leave	Suva, Fiji Leave	Brisbane Arrive	Sydney Arrive	Union S.S. Co. of N.Z. Steamship con't'g at Suva
	1905	1905	1905	1905	1905	1905
Aorangi..	Sept. 15	Sept. 23	Oct. 3	Oct. 8	Oct. 9	Oct. 15
Miovera..	Oct. 13	Oct. 21	31	Nov. 5	Nov. 6	Nov. 10
Moana....	Nov. 10	Nov. 18	Nov. 28	Dec. 3	Dec. 4	Dec. 13
Aorangi..	Dec. 8	Dec. 16	Dec. 26	Jan. 1	Jan. 2	Jan. 10
Miovera..	Jan. 5	Jan. 13	Jan. 23	Jan. 28	Jan. 29	Jan. 31
Moana....	Feb. 2	Feb. 10	Feb. 20	Feb. 25	Feb. 26	Mar. 7
Aorangi..	Mar. 2	Mar. 10	Mar. 20	Mar. 25	Mar. 26	Mar. 27

STEAM- SHIPS NORTH- BOUND	Sydney Leave	Brisbane Arrive	Suva, Fiji Leave	Hono- lulu, H.I. Leave	*Van- couver Arrive	Union S.S. Co. of N.Z. Steamship con't'g at Suva
	1905	1905	1905	1905	1905	1905
Miovera..	Sept. 4	Sept. 6	Sept. 7	Sept. 12	Sept. 20	Sept. 6
Moana....	Oct. 2	Oct. 4	Oct. 5	Oct. 10	Oct. 18	Oct. 4
Aorangi..	Oct. 30	Nov. 1	Nov. 2	Nov. 7	Nov. 15	Nov. 1
Miovera..	Nov. 27	Nov. 29	30	Dec. 5	Dec. 13	Dec. 23
Moana....	Dec. 25	D. C. 27	Dec. 28	Jan. 2	Jan. 10	Dec. 31
Aorangi..	Jan. 22	Jan. 24	Jan. 25	30	Feb. 7	Jan. 28
Miovera..	Feb. 19	Feb. 21	Feb. 22	Feb. 27	Mar. 7	Feb. 25
Moana....	Mar. 19	Mar. 21	Mar. 22	Mar. 27	Apr. 4	Mar. 25

And about every four weeks thereafter

* During the summer season, while the double daily train service is in effect overland, steamers leave Vancouver on arrival of the Imperial Limited Express. During the remainder of the year they leave on arrival of the Pacific Express. Steamships call at Victoria after leaving Vancouver and on eastbound trip call at Victoria to land passengers.

PENINSULAR & ORIENTAL STEAM NAV. CO.

EASTBOUND

Leave London for Brindisi, Port Said, Aden and Bombay every Friday, usually calling at Gibraltar and Marseilles, and for Colombo and Sydney, Sept. 15th, 1905, and alternate Fridays, arriving Brindisi in 3 days, Port Said 12 days, Aden 17 days, Bombay 22 days, Colombo 23 days and Sydney 43 days. Overland Special, London to Brindisi, leaves Friday in week following departure of steamers, overtaking them at Brindisi.

Leave Bombay for Colombo, Sept. 19th, 1905, and alternate Wednesdays.

Leave Colombo for Calcutta about Oct. 8th, 1905, and alternate Fridays: for Singapore and Hong Kong about Oct. 23rd, 1905, and usually every alternate Saturday, a few hours after arrival of the mail steamer from London.

Leave Colombo for Sydney about Sept. 23rd, 1905, and alternate Saturdays, arriving Fremantle in about 10 days, Adelaide 14 days, Melbourne 16 days, and Sydney about 19 days.

WESTBOUND

Leave Hong Kong for Singapore, Penang and Colombo, Sept. 9th, 1905, and every alternate Saturday at 1.00 p.m., arriving Hong Kong about 12 days.

Leave Sydney for Colombo, Sept. 18th, 1905, and every alternate Saturday, arriving in about 19 days. Steamers usually leave Melbourne 3 days, Adelaide 5 days and Fremantle 9 days after leaving Sydney.

Leave Colombo for Bombay and Colombo for Aden (direct), Port Said, Brindisi and London about 24 hours after arrival from Hong Kong (steamers from Australia run through direct to Aden, etc.), arriving Bombay in about 3 days, Aden 7 days, Port Said 12 days, Brindisi 15 days: London overland from Brindisi 17 days, and via Gibraltar about 24 days.

Leave Calcutta Sept. 13th, 1905, and thereafter twice a month for Colombo.

Leave Bombay for Aden, Port Said, Brindisi, Plymouth and London, every Saturday at 2.00 p.m., taking about one day less for journey than from Colombo.

CHINA NAVIGATION CO., EASTERN & AUSTRALIAN S.S. CO. AND NIPPON YUSEN KAISHA.

Steamers leave Hong Kong for Sydney and Sydney for Hong Kong, about once every three weeks, via Torres Straits, calling at Port Darwin, Thursday Island, Cooktown, Brisbane, etc. Time, about 20 days. Steamers usually call at Manila also.

SHAW, SAVILL & ALBION CO. (LIMITED)

Leave London for New Zealand Sept. 21st, 1905, and about every fourth Thursday thereafter via Plymouth, arriving Tenerife in about 5 days, Capetown about 21 days, Hobart about 40 days, and New Zealand about 45 days from Plymouth.

Leave New Zealand for London Sept. 14th, 1905, and about every fourth Thursday thereafter, usually calling at Rio de Janeiro, Tenerife and Plymouth, and arriving at London in about 42 days.

NEW ZEALAND SHIPPING CO. (LIMITED)

Leave London for New Zealand Sept. 7th, 1905, and every fourth Thursday thereafter, and Plymouth on Saturday following, arriving Tenerife in about 5 days, Capetown about 21 days, Hobart about 41 days and New Zealand about 46 days from Plymouth.

Leave New Zealand for London Sept. 28th, 1905, and every fourth Thursday thereafter calling at Montevideo, Tenerife and Plymouth, and arriving at London in about 43 days.

ORIENT-PACIFIC STEAMSHIP LINE

EASTBOUND—Leave London (Tilbury) Sept. 8th, 1905, and alternate Fridays thereafter, calling at Plymouth, Gibraltar, Marseilles, Naples, Port Said, Suez, Colombo, Fremantle, Adelaide and Melbourne and arriving at Sydney in about 43 days.

WESTBOUND—Leave Sydney Sept. 9th, 1905, and alternate Saturdays thereafter, calling at Melbourne, Adelaide, Fremantle, Colombo, Suez, Port Said, Naples, Marseilles, Gibraltar, Plymouth, and arriving at London (Tilbury) in about 44 days.

NORTH-GERMAN (NORDDEUTSCHER) LLOYD STEAMSHIP CO.

EASTBOUND—Leave Southampton: Sept. 5th, 1905, and alternate Tuesdays thereafter, for Shanghai, calling at Gibraltar, Genoa, Naples, Port Said, Suez, Aden, Colombo, Penang, Singapore, and reaching Hong Kong in about 36 days, Shanghai 40 days, and Yokohama in about 46 days.

Leave Southampton Sept. 11th, 1905, and every fourth Monday thereafter for Sydney, calling at Genoa, Naples, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide and Melbourne, and arriving at Sydney in about 49 days.

WESTBOUND—Leave Yokohama Sept. 16th, 1905, and alternate Saturdays thereafter calling at Kobe, Nagasaki, Shanghai, Hong Kong, Singapore, Penang, Colombo, Aden, Suez Port Said, Naples, Genoa, Gibraltar, and reaching Southampton in about 50 days.

Leave Sydney Sept. 16th, and every fourth Saturday thereafter, calling at Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Naples, Genoa, and reaching Southampton in about 51 days after departure from Sydney.

MESSAGERIES MARITIMES (French Mail Line)

EASTBOUND—Leave Marseilles Sept. 27th, 1905, and every fourth Wednesday thereafter, calling at Port Said, Suez, Aden, Bombay, Colombo, Fremantle, Adelaide, Melbourne, and arriving at Sydney about 40 days.

Leave Marseilles Sept. 3rd, 1905, and alternate Sundays thereafter, calling at Port Said, Suez, Aden or Djibouti, Colombo, Singapore, Saigon, Hong Kong, Shanghai, Iliogo (Kobe) and arriving Yokohama in about 38 days.

WESTBOUND—Leave Sydney Oct. 9th, 1905, and every fourth Monday thereafter, calling at Melbourne, Adelaide, Fremantle, Colombo, Bombay, Aden, Suez, Port Said, and arriving at Marseilles in about 39 days.

Leave Yokohama Sept. 23rd, 1905, and alternate Saturdays thereafter, calling at Kobe, Shanghai, Hong Kong, Saigon, Singapore, Colombo, Aden or Djibouti, Suez, Port Said, and arriving Marseilles in about 39 days.

ABERDEEN LINE

Expected to leave London Sept. 26th, 1905, and every third Tuesday thereafter for Sydney, calling at Plymouth, Tenerife, Cape Town and Melbourne, and arriving Sydney in about 45 days.

Expected to leave Sydney Sept. 9th, 1905, and every third Saturday thereafter, for London, via Melbourne, Albany, Durban, Cape Town, Tenerife and Plymouth; arriving at London in about 51 days.

LUND'S BLUE ANCHOR LINE

Expected to leave London Sept. 30th, Oct. 31st, Nov. 22, Dec. 14th, 1905, and regularly thereafter for Sydney calling at Las Palmas, Cape Town, Adelaide and Melbourne, arriving Sydney in about 50 days.

Expected to leave Sydney on Sept. 22, Oct. 27, Dec. 1, 1905, and regularly thereafter for London via Melbourne, Adelaide, Albany, Natal, Cape Town and Las Palmas, arriving London in about 50 days.

Full Particulars Can be Obtained From Any of the Following Agencies:

- Adelaide, South Australia.** Aust. United Steam Nav. Co., Ltd.; Thos. Cook & Son.
Amsterdam, Holland. Lissone & Zoon, Singel No. 155.
Antwerp, Belgium. H. Debenham, Continental Traffic Agent, 3 Quai Taverniers.
Auckland, New Zealand. Union S. S. Co. of N.Z. Ltd.; Thos. Cook & Son.
Baltimore, Md. Arthur W. Robson, Pass'r and Ticket Agent, 127 East Baltimore St.
Berlin, Germany. Carl Stangen, Friedrichstrasse 72; International Sleeping Car Co., 69 Unter den Linden.
Bombay, India. Ewart, Latham & Co.; Thos. Cook & Son, 13 Esplanade Road.
Boston, Mass. H. J. Colvin, District Passenger Agent, 362 Washington Street.
Brisbane, Queensland. The British India & Queensland Agency Co. Ltd.
Bristol, Eng. F. W. Forster, Bristol Traffic Agent, 18 St. Augustine's Parade.
Brussels, Belgium. Thos. Cook & Son, 41 Rue de la Madeleine; International Sleeping Car Co., Nord Station.
Buffalo, N.Y. R. A. Burford, City Passenger and Freight Agent, 233 Main Street.
Cairo, Egypt. Thos. Cook & Son, near Sheppard's Hotel; International Sleeping Car Co., Maison Debbane, Rue Bab el Hadid.
Calcutta, India. Thos. Cook & Son, 9 Old Court House St., Gillanders, Arbuthnot & Co.
Cape Town, South Africa. Thos. Cook & Son, 146 St. George's St.; Wm. Anderson & Co., 52 St. George's St.
Chicago, Ill. A. C. Shaw, General Agent Passenger Department, 232 South Clark St.
Cologne, Germany. Thos. Cook & Son, 1 Domhof; International Sleeping Car Co., Central Station.
Colombo, Ceylon. Bois Brothers & Co.; Thomas Cook & Son, Victoria Arcade, York St.
Constantinople, Turkey. Thos. Cook & Son, 12 Rue Cabristan; International Sleeping Car Co., Pera Palace Hotel.
Copenhagen, Denmark. Joachim Prah, Kongers Nytorv 34.
Detroit, Mich. A. E. Edmonds, City Passenger Agent, 7 Fort St. W.
Duluth, Minn. M. Adson, Gen. Pass'r Agt., Duluth, So. Shore & Atlantic Ry.
Frankfort, Germany. International Sleeping Car Co., 19 Kaiserstrasse.
Glasgow, Scotland. Thos. Russell, Traffic Agent, 67 St. Vincent Street.
Hallifax, N.S. J. D. Chipman, City Pass'r and Freight Agent, 107 Hollis St.
Hamburg, Germany. Thos. Cook & Son, 39 Alsterdamm.
Havre, France. Hernu Peron & Co. (Ltd), Ticket Agents, 4 Rue Anfrely.
Hong Kong, China. D. E. Brown, General Agent, China, Japan, etc.
Honolulu, H.I. Theo. H. Davies & Co. (Ltd).
Kobe, Japan. G. Millward, 14 A Maye-Machi.
Liverpool, Eng. J. J. Gilbertson, Traffic Agent, 24 James St.
London, England. Archer Baker, European Manager, F. W. Flanagan General Passenger Agent, 62-63 Charing Cross, S.W., and 67-68 King William St., E.C.
Lucerne, Switzerland. Thos. Cook & Son, Schwanenplatz.
Madrid, Spain. Thos. Cook & Son, 5 Carrera de San Gerónimo; International Sleeping Car Co., 18 Calle de Alcalá.
Malta. T. Cook & Son, 308 Strada Reale, Valetta; Turnbull, Jr., & Somerville, Correspondents.
Melbourne, Australia. Union S.S. Co. of N.Z. (Ltd).
Minneapolis, Minn. W. R. Callaway, General Passenger Agent, Soo Line.
Monte Carlo, Monaco. Thomas Cook & Son, Credit Lyonnais, Avenue des Beaux Arts; International Sleeping Car Co., Galerie du Grand Hotel.
Montreal, Que. Robert Kerr, Pass'r. Traffic Mgr.; C. E. E. Ussher, Gen. Pass'r. Agent.
Moscow, Russia. Inter. Sleeping Car Co., Hotel Metropole.
Naples, Italy. Thos. Cook & Son, Piazza del Martiri.
Nice, France. Thos. Cook & Son, 16 Avenue Massena; International Sleeping Car Co., 2 Avenue Massena.
New York, N.Y. E. V. Skinner, Assistant Traffic Manager, 458 Broadway.
Paris, France. { Thos. Cook & Son, 1 Place de l'Opera.
 { International Sleeping Car Co., 3 Place de l'Opera.
 { Hernu, Peron & Co, 61 Boulevard Haussman, near St. Lazare Station.
Philadelphia, Pa. H. McMurtrie, Freight and Passenger Agent, 629-631 Chestnut Street
Quebec, Que. J. Hone, Jr., City Passenger & Fgt. Agent, 30 St. John St., cor. Palace Hill.
Rome, Italy. Thomas Cook & Son, 54 Piazza Esedra di Termini; International Sleeping Car Co., 93, Place San Silvestro.
St. John, N.B. F. R. Perry, District Passenger Agent, 8 King St.
St. Paul, Minn. W. S. Thorn, Assistant General Passenger Agent, Soo Line.
St. Petersburg, Russia. International Sleeping Car Co., 5 Perspective Newsky.
San Francisco, Cal. M. M. Stern, District Freight & Pass'r. Agent, 627 Market Street, Palace Hotel Building.
Shanghai, China. A. R. Owen.
Sydney, Australia. { Union S. S. Co. of N.Z. (Ltd).
 { Wm. Sutt, General Passenger Agent Can-Australian S.S. Line.
Toronto, Ont. C. B. Foster, District Passenger Agent, 71 Yonge Street cor. King.
Vancouver, B.C. E. J. Coyle, Asst. General Passenger Agent.
Vienna, Austria. Thos. Cook & Son, Stephansplatz 2; Schenker & Co.; International Sleeping Car Co., 15 Kalnthner Ruag, N. Rosenstein, 1 Rothenthurnstr.
Warsaw, Russia. International Sleeping Car Co., Hotelristol.
Washington, D.C. David H. Morse, Freight and Passenger Agt., Bond Bldg., 14th St., and New York Ave.
Wiesbaden, Germany. International Sleeping Car Co., 36 and 37 Theater Colonnade.
Winnipeg, Man. C. E. McPherson, General Passenger Agent, Western Lines.
Yokohama, Japan. Wm. T. Payne, General Traffic Agent for Japan, 14 Bund,
Messrs. Thos. Cook & Son are Agents for the Canadian Pacific Railway Company in all parts of the world.



Special attention is directed to this Map. It is the intention to turn the old world upside down, but only to properly show the course as well as the advantages of the Canadian Pacific Route around the world. We are accustomed to view the picture of the world on Mercator's projection that we are apt to forget that the world is round, and that a degree of longitude at 80° north latitude does not measure the same as at the equator. At the equator it is 69 miles to a degree, while at latitude 80° north only 35.8 miles. The Canadian Pacific Japan and China Route is the shortest around the world. The world can be circled by those who travel by the Canadian Pacific Route in less than 70 days, by continuous travel. They should see Japan before it is modernized, China with its four hundred million population, India with its historic cities and Hindu mysteries, Australia in the infancy of a magnificent future, Egypt and its antiquities, and all the world's wonders. Europe with its treasures of art, science, and the Western World, before it has too far gone its own attractive peculiarities.

J. H. Lockhart
Harmston Hall
Lincoln
England.

10 centimeters = 4 inches.

1 metre = 39 inches.

1 kilometer = 1093 yards 8 kilometers = 5 miles . . . nautical mile = 1.15 statute mile.

1 kilogram = $2\frac{1}{4}$ lbs 1000 kilograms = 1 ton.

1 hectare = $2\frac{1}{2}$ acres.

1 liter = $1\frac{3}{4}$ pints.

1 degree = 69 statute miles.

Indian weights.

val.

Seer = $2\frac{1}{10}$ lbs. Seer generally = 2 lbs.

Mauud = $82\frac{1}{2}$ lbs

val.

Mauud = 25 lbs.

English weights.

Truss of straw . . = 36 lbs.

Truss of hay (old) = 56 lbs. . . (new) = 60 lbs.

Load = 36 trusses.

1 tod of wool = 2 st - 1 qtr. (28 lbs.)

Bushel of wheat = 63 lbs - foreign = 62 lbs.

" " barley = 52-56 lbs - " = $52\frac{1}{2}$ lbs.

" " oats = 40-42 lbs - " = 38-40 lbs.

" " rye = 60 lbs.

1 drachm = 1 teaspoonful.

2 drachms = 1 dessertspoonful.

4 drachms = 1 tablespoonful.

2 ounces = 1 wineglassful.

3 ounces = 1 tumblerful.

above are not reliable.

1 square mile = 640 acres.

1 acre = 4 equal sides of $69\frac{1}{2}$ yds.

Largest Steamship Owners in the World.

Hamburg-American . . .	139	steam ships of	705,000	tonnage . . .	7 over 15 knots.
* Norddeutscher-Lloyd . . .	116	" " "	559,000	"	18 " " "
* British India Steam N. Co. . .	123	" " "	443,000	"	28 " " "
* P. & O. Steam N. Co. . . .	59	" " "	367,000	"	20 " " "
White Star	30	" " "	354,000	"	12 " " "
Union-Castle	46	" " "	302,000	"	12 " " "
Elder, Dempster & Co. . . .	95	" " "	269,000	"	6 " " "
Messageries Maritimes . . .	64	" " "	269,000	"	14 " " "
A. Holt	53	" " "	267,000	"	— " " "
Oleman Lines	75	" " "	25,000	"	— " " "
Nippon Yusen Kaisha . . .	78	" " "	248,000	"	3 " " "
Keyland	42	" " "	239,000	"	— " " "
Flan	54	" " "	216,000	"	— " " "
Naura	50	" " "	209,000	"	— " " "
Austrian Lloyd	69	" " "	203,000	"	6 " " "
Wilson	99	" " "	196,000	"	— " " "
* Cunard	22	" " "	191,000	"	8 " " "

Largest steamer is Kaiser Wilhelm II — largest sailing boat is the Prussian (12,000 tons ship.)
(19,360 tons.)

P. & O. company have to make £20,000 on each of their boats' voyages to Australia before they can begin to make any profit on them.

1.	=	2 bells.	A. M.	6,30.	=	5 bells.
1,30	=	3 "		7.	=	6 "
2.	=	4 "		7,30	=	7 "
2,30	=	5 "		8.	=	8 "
3.	=	6 "		8,30	=	1 "
3,30	=	7 "		9.	=	2 "
4.	=	8 "		9,30.	=	3 "
4,30	=	1 "		10	=	4 "
5.	=	2 "		10,30	=	5 "
5,30	=	3 "		11.	=	6 "
6.	=	4 "		11,30	=	7 "
				12.	=	8 "
				12,30	=	1 "

1904.

Nov 3rd

Hyde Park Hotel.

Left Warrington at 2, 3. & reached King's Cross at 5, 15. Went to Hyde Park Hotel & was busy packing rest of afternoon.

Dined with R. & Mrs Swan, R. & Mrs Cook, Capt. Pennie, F. W. Miles, A. Jessop & J. Lubbock. To bed early & busy trying to pack 10 things into the space 5 might occupy. Had to get an extra bag.

Nov 4th

"On Marmora". P. O.

San Thomas.

Left Liverpool St at 11, 25. R. & Mrs Swan, F. Miles & A. Jessop at station. J. Lubbock & Latham - fox came to Stillbury - which we reached at 12, 15. P. O. docks. "Marmora" sat in stream - went in tug. Started on the "Marmora" - a new boat of 10059 tons - at 3, 30.

Not many passengers on board - five & married only people I know.

Very smooth & warm. Foggy at first, but clear in the Channel.

Did not see as much shipping as I expected by a very long way.

"Uphir" started, not after us. (see p. 2)

Nov 5th

On "Marmora". P. O.

English Channel - 290 miles run.

Smooth & warm. Off W. about 5 p.m. Rather uninteresting but would be much worse if colder or cold, which one expects it to be.

Nov 6th

On "Marmora". P. O.

Bay of Biscay - 389 miles run.

Fine & smooth. Off W. about 3 p.m.

Finished at 10, 45 - very long. Slowed down to 13 knots in the afternoon. Saw 4 English battleships steaming N.E. in evening, but too far off to distinguish names - they seemed in a hurry.

Nov 7th

On "Marmora". P. O.

Atlantic - 336 miles run.

Fine & smooth. Went into the engine room. The hole nothing like so hot as I expected, but engine room very bad & was very glad to get on deck again. Chief engineer a very nice man.

Gibraltar is 3 miles long, $\frac{3}{4}$ of a mile at greatest breadth & 7 miles in circumference.
Joined to mainland by an isthmus — Neutral Ground — 1500 yds long & from 900 to 1800 yds broad.

Greatest height = ~~2140 ft~~ 1400 ft.

Is about 14 miles distant from the opposite coast of Africa.

Civil population = 20,355.

Military " = 6,475. } 1901.

Was captured in 1704 — great siege 1779-83 by French & Spaniards.

Is a free port.

Watches on board ship.

Afternoon watch	noon to 4 p.m.
First dog "	4 p.m. to 6 p.m.
Second dog "	6 p.m. to 8 p.m.
First "	8 p.m. to midnight.
Middle "	12 a.m. to 4 a.m.
Morning "	4 a.m. to 8 a.m.
Forenoon "	8 a.m. to noon.

Population of Marseilles = 407,000.

Tide at Sea.

1 Bell is struck at	12, 30	4, 30	6, 30	8, 30 p.m.	12, 30	4, 30	8, 30 a.m.
2 " " " "	1	5	7	9 p.m.	1	5	9 a.m.
3 " " " "	1, 30	5, 30	7, 30	9, 30 p.m.	1, 30	5, 30	9, 30 a.m.
4 " " " "	2	6	10 p.m.		2	6	10 a.m.
5 " " " "	2, 30	10, 30	p.m.		2, 30	6, 30	10, 30 a.m.
6 " " " "	3	11 p.m.			3	7	11 a.m.
7 " " " "	3, 30	11, 30 p.m.			3, 30	7, 30	11, 30 a.m.
8 " " " "	4 noon	4	8 p.m.		midnight	4	8 a.m.

1904.

Nov 8thOn "Marmora". P.O.Straights of Gibraltar1299 miles.

Very hot & smooth. Reached Gibraltar about 11 p.m. Honored fleet there. Left about 2 p.m. & had a magnificent view of the Rock - a very fine spectacle indeed. Beautiful view of the Spanish coast after - very mountainous & broken country. Battleship practicing 'outside' with her big guns & making fair practice at a long range.

Nov 9thOn "Marmora". P.O.Mediterranean350 miles run

Warm & smooth. Fine view of Spanish coast. Off Palermo isles about 1 p.m. but too far off to see much. Delightful weather now but slack - spent most of the day reading or writing in a chair.

Nov 10thOn "Marmora". P.O.Marseilles1299 miles.

Fine but blowing hard from the W. Reached Marseilles about 1 p.m. Went ashore after lunch - cooling going up - had a fine view of the town from the church on the hill. Dined on shore & went to the "Palace of Justice" - a curious entertainment & slightly vulgar to put it very mildly - luckily don't understand French!!!

Nov 11thOn "Marmora". P.O.Marseilles

Fine & hot. The "Ophir" came in 24 hours late owing to a gale in the Bay. crowds of passengers came on board & made matters very uncomfortable - 2 lunches & 2 dinners in consequence left Marseilles at noon - Lady & gentleman accidentally (?) left behind, but had time to join at Port Said & Port Said - if they dare face the passengers again.

Nov 12thOn "Marmora". P.O.Mediterranean357 miles run.

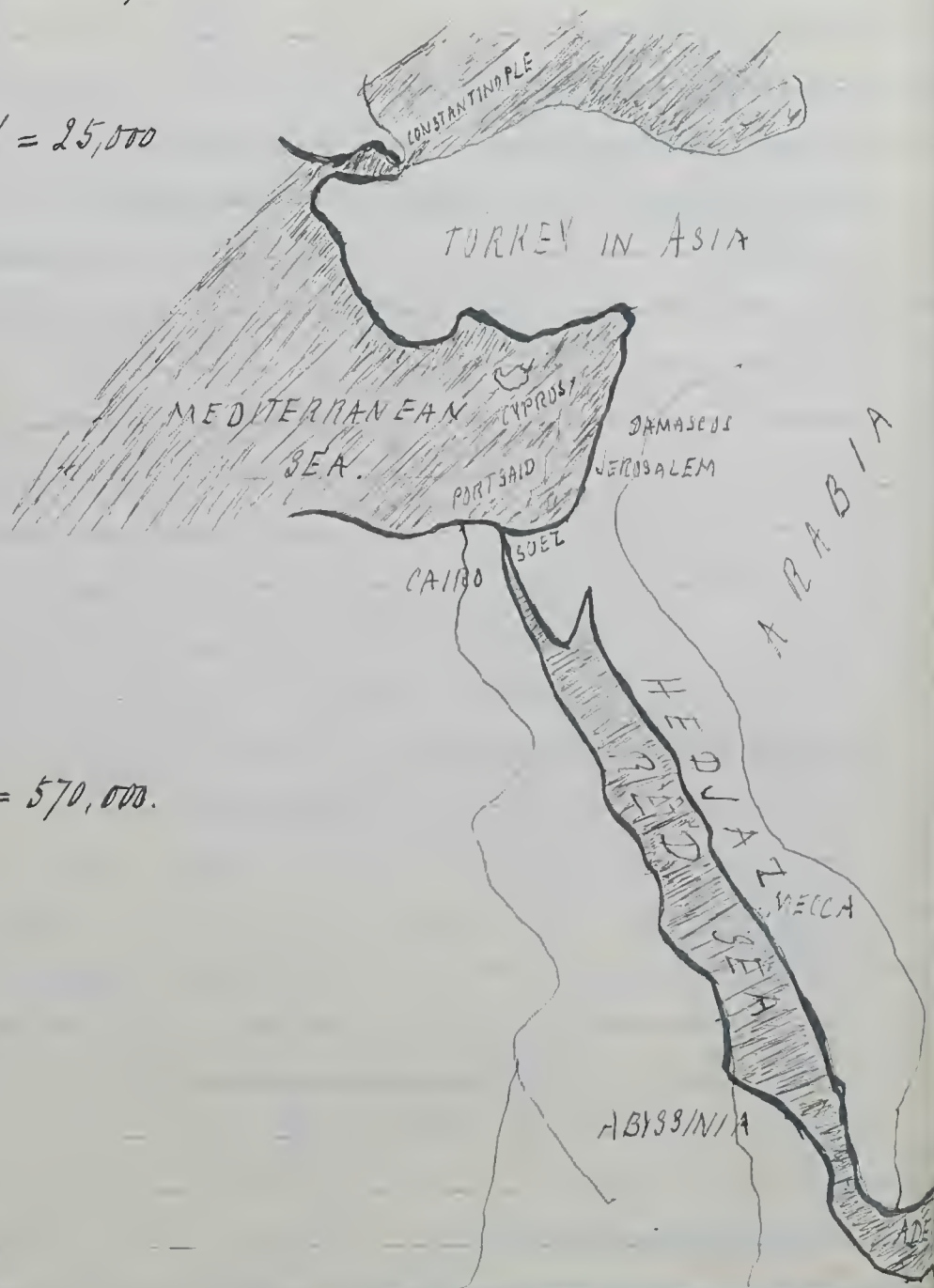
Fine & smooth. Dance which I did not attend.

Distances from London, via Marseilles.

London to	Gibraltar	=	<u>1309</u> miles	London to San Francisco	=	17,434.
" (1694.)	" " Marseilles	=	<u>2003</u>	" (5520) (3570) " New York	=	21,004.
" (1508.)	" " Port Said	=	<u>3511</u>	" (3130) " " Liverpool	=	<u>24,134.</u>
" (1395.)	" " Aden	=	<u>4906</u>			
" (1664.)	" " Bombay	=	<u>6570</u>	Liverpool to London	=	<u>201</u>
" (1875.)	" " Colombo	=	<u>6999</u>			<u>24,335</u>
" (1278.)	" " Pinang	=	<u>8277</u>			
" (395.)	" " Singapore	=	<u>8672</u>			
" (1440.)	" " Hong Kong	=	<u>10112</u>			
" (853.)	" " Shanghai	=	<u>10965</u>			
" (467.)	" " Nagasaki	=	<u>11179</u>			
" (735.)	" " Yokohama	=	<u>11914</u>			

Population of Port Said = 25,000

Population of Cairo = 570,000.



1904.

Nov 13thOn "Inarmora". P.O.Mediterranean — 382 miles run.

Fine & hot. Church at 10, 45. Short & much appreciated though — quite a good collection for various seamen's homes, etc., etc.

Nov 14thOn "Inarmora". P.O.Mediterranean — 378 miles run.

Dull & showery — smooth. Lighted fardis about noon, but a long way off. Dance. Have been swimming since the whole way, as we are in front of our time, but it does seem an awful waste of time, but the P.O. does not get in an hour before their time.

Nov 15thOn "Inarmora". P.O.Mediterranean — 378 miles run. 3605 miles.

Dull & smooth. Reached Port Said about 2 p.m. Got luggage through customs without any bother — left rifles & ammunition behind there. Left Port Said by train at 5, 45, arrived in Cairo at 11, 30 p.m. As day's work is not spent we went to the fortification. Dr. Madden sent a dragoon — by name Abdul — to meet us, & I engaged him at 10 a day & his appearance is well worth that alone. Very cool at night. Hotel not too comfortable to English ideas.

Nov 16thHotel Fortinental.Cairo.

Fine & hot. In the morning went round the native bazaar in Mousske St & the native quarter — all sorts of nationalities & not half so European as I expected. The Goldsmith Bazaar especially interesting. After lunch went to several Mosques — not much to see. Beastly currency — 1 piastre = 2 1/2 d — which takes a lot of reckoning. Dust very bad in the town, smells very numerous & varied, not to say strong. An extraordinary cosmopolitan town — one sees people of every nationality almost in the world. There must be a dozen different nations in the hotel at least — very few English.

The Pyramid of Cheops was originally 480 ft high, but now is only 451 ft.
— it covers 13 acres of ground at the base & weighs about seven million tons.

Population in 1897 of Egypt Proper = 9,734,000, of whom 112,500 were foreigners — 5000
of which = British Army & 14,000 British subjects.

The cultivated portion of Egypt is confined to the country annually irrigated by the Nile or
capable of being irrigated by canals.

Products consist of cotton, millet, maize, wheat, rice, melons, gourds, sugar, hemp, etc.

Most of the turquoises come from the Sinai peninsula.

Chief imports are cotton stuffs, coals, provisions, woollens, coffee, tobacco, indigo, hardware,
timber, wine, spirits, & machinery.

Chief exports are cotton, cotton seed (38 per cent) beans, wheat, sugar, maize, rice, gums,
hides, wool, barley, cigarettes, ivory & ostrich feathers.

Over 45 per cent of trade is British.

The cost of military operations in the Sudan 1883-86 = £7,091,810.

" " " " " Sudan was recovered 1897-99 = £1,013,302.

Egyptian Debt = £101,850,780 — annual interest = £3826,432.

Public Revenue = £12,248,108.

Public Expenditure = £10,261,938.

} 1903.

1904.

Nov 17th

Hotel Continental.

Sairo.

Fine & hot. Went by electric train to Sjena House & from there to Pyramids. Skimmed up that of Sphes & saw Sphinx - very impressive, but spoiled by innumerable guides & a photographer's shop close to. Had lunch at Sjena House Hotel & went to the Zoo on our way home - very nice gardens & the animals look very well & in good condition. Got a bad chill & feel very seedy - very hot in day time, but it gets very cool at sunset.

Nov 18th

On "Parnes III."

Assiout.

Left Sairo with Abdool at 8.30 a.m. & got to Assiout at 4 after a terribly dusty journey. Went to see some old tombs - a very quaint & dirty town - which were very interesting. Went on board at 5.30 - a nice clean boat - only 25 people on board, but nearly all "Gankees" & Germans of the lower sort. S. J. came by night train. Bassuts of Boston are two nice old people & very keen to know all about hunting in England & country life there generally. Doctor a good sort.

Nov 19th

On "Parnes III."

Hile.

Fine & hot. Left Assiout at 10 & steamed up the Nile till 10.30 p.m. & tied up at Girgeh. The Nile runs between two high cliffs - Libyan desert on west side & Arabian on east side - roughly about 10 or 12 miles apart. The irrigated land in between grows grain, cotton & sugar. It is by nature very flat & by no means interesting - not unlike the Lincolnshire fens. Most of the irrigation is still done by hand or by ox-labour - no signs of any machinery or windmills. Native villages - exceedingly filthy - are fairly numerous on the banks, but very few of any size. Just on shore is too mostly for waste & almost choked one. Abdool goes by train & meets us wherever we stop.

Amman	4-14 p.m.
Auckland	11-39 p.m.
Berlin	0-54 p.m.
Berne	0-30 p.m.
Bombay	4-51 p.m.
Boston U.S.A.	7-16 a.m.
Brisbane	10-12 p.m.
Brussels	0-17 p.m.
Calcutta	5-53 p.m.
Cape	1-14 p.m.
Chicago	6-10 a.m.
Constantinople	1-56 p.m.
Dublin	11-35 a.m.
Edinburgh	11-47 a.m.
Florence	0-45 p.m.
Glasgow	11-42 a.m.
Hobart	9-49 p.m.
Jerusalem	2-21 p.m.
Lisbon	11-23 a.m.
Madras	5-21 p.m.
Madrid	11-45 a.m.
Malta	0-58 p.m.
Mallowme	9-40 p.m.
Moscow	2-30 p.m.
Nusundland	8-29 a.m.
New York	7-4 a.m.
Paris	0-9 p.m.
Pekin	7-46 p.m.
Pennance	11-37 a.m.
Perth (A.)	7-43 p.m.
Philadelphia	6-59 a.m.
Port Moresby	10-4 p.m.
Prague	0-58 p.m.
Quibec	7-15 a.m.

Amman	0-50 p.m.
Rotterdam	0-18 p.m.
San Francisco	3-52 a.m.
St Petersburg	2-1 p.m.
Stockholm	1-12 p.m.
Suez	2-10 p.m.
Sydney	10-5 p.m.
Toronto	6-42 a.m.
Warsaw	3-38 a.m.
Yerina	1-5 p.m.

Every degree E. of Greenwich = 4 mins earlier.
 " " W. " " = " " later.
 1 degree = 69 statute miles & 60 geographical miles.
 (Longitude de.)

Brindisi	1-12 p.m.
Port Said	2-9 p.m.
Aden	3-0 p.m.
Colombo	5-19 p.m.
Singapore	6-55 p.m.
Hong Kong	7-37 p.m.
Albany	7-52 p.m.
Shanghai	8-6 p.m.
Yokohama	9-19 p.m.
Gibraltar	11-39 a.m.

To turn Longitude de into time.
 1 degree of Longitude = 4 minutes of time.
 1 minute " " = 4 seconds " "
 Thus Calcutta is in E. Longitude $88^{\circ}20'$
~~88 degrees 20 minutes~~
 $88^{\circ} \times 4 = 352 \text{ mins.} = 5-52-0.$
 $20' \times 4 = 80 \text{ secs} = 1-20$
5-53-0.

1904.

Nov 20th"Rameses III."Sile.

Time & hot. Started early - passed Bahianah the landing place for Abydos & under railway bridge at Hag Hammadi. Tied up at Sanderah & was kept awake half the night by d-d barking dogs - wished I had a gun. Very bad lying up near a village.

Nov 21st"Rameses III."Suway.

Time & hot. Landed at 8 & rode donkeys to the Temple of Hathor recently excavated at Sanderah. Very interesting & in wonderful preservation - built in time of the early Ptolemies. Tied up at Suway - the ancient city of Thebes - at 5 & went ashore till dinner & had a look at some wonderful temples under Abbott's guidance, which is not H.I. as regards Temples & their details.

Nov 22nd"Rameses III."Suway.

Time & hot. Landed at 9 & went on donkeys to the Temple of Hornak. A very big place, said to cover 1000 acres, but very ruinous & parts not yet excavated. Some wonderful statues were dug up out of a pond last year & sent to the Cairo Museum.

Nov 23rd"Rameses III."Suway.

Time & hot. Landed at 8 & after prying over the pile, rode a long way to Temples & the Pharaoh's Tombs - the latter very fine indeed & in most wonderful preservation. Lunched at the "Rest House" near Queen Hathorhepsut's Temple & back to tea on the boat. Lost a dirt awyer a fairly close one - one can hardly speak after 10 mins. ride on shore.

Nov 24th"Rameses III."Suway.

Time & very hot. Landed at 8 & rode to the Ptolemaean & Ptolemaic - could not get near the latter owing to the water still being on the land - & the Great Temple of Rameses III. Very interesting hunting scene on outer wall of the latter - a very mixed bag - buffaloes, ducks & fish - all with arrows & spears.

There are a very curious collection of people on board the "Rameses III", mostly Americans & Germans of a distinctly low class too, except the Passets, who are very nice old people. All the Americans are on the rush round the world & do it in wonderfully quick time & will buy any sort of trash that is offered to them if they can get it cheaper than it is offered to them - of which the Arabs are well aware. All the things I saw for sale were not worth buying at any price & doubtless most of them were made in England or Germany.

The Barrage is a magnificent piece of engineering in every way & does not disfigure the scenery half as much as one would expect. One does not appreciate its size as it seems to dwarf itself & not till one goes across it, does one gather its immense length. The enormous length too entirely dwarfs the breadth & height above the water till one stands on it & looks down.

The Delta Barrage is much more ornamentally built & much older.

The idea of heightening the Barrage & thereby increasing its storage capacity, was abandoned in 1905 - some engineers declaring that the continual rush of water through the sluices was wearing away the rock on which the foundations were placed & that it would be unsafe to subject it to any more strain.

1904.

Nov 25thRameses III.File.

cool. Left Luxor at 4 p.m. & steamed up to Theb, landed at 10, 35 & saw Temple built in Ptolemaic period. Started at 11, landed at 2 at 10 p.m. & saw Temple of Ptolemy III, before 237 B.C. - finished 57 B.C. Left at 4, 35 & anchored in mid stream at 7. Latter temple in very good preservation.

Nov 26th"Rameses III."File.

Fine & hot. Left early & landed to see Temple of Hathor. Left at 10 & reached Assuan at 2. Landed & saw the island of Elephantine & a "Pileometer" - an uninteresting place & swarming with natives selling awful trash, which people bought.

Nov 27th"Rameses III."Assuan.

Left at 9 & went in a felucca up river through the 1st Cataract to the Barrage - a magnificent piece of engineering 2000 metres long. Took 2½ hours to go up. Met only 1 boat. After lunch went to see the Alabaster quarries & the British camp. Had tea at the Cataract Hotel - a fine building.

Nov 28th"Rameses III."Assuan.

Very hot - 85° in shade. Landed at 8 & rode to the Temple of Philae - a lovely Temple, but the rising water caused by the Barrage is beginning to discolour & stain the hieroglyphics - it will be practically under water in a week's time. Went across the Barrage in boats & lunched at the "Rest House" & back by boat. Philae is the most beautiful Temple by a long way - built by Ptolemies & some parts unfinished - we have so far seen & it seems a thousand pities to spoil it, but also a thousand pities to deprive the farmers of the benefits caused by holding up the Nile water by the Barrage, which is going to be raised, through sentiment.



The ostriches are kept in mud wall enclosures not in the open, according to their ages & sexes. Some of the cocks, who were cutting, were a bright red all down their necks & part of their bodies, & were very fierce. This form is said to prey well.

No streets in the suburbs of Fao have any names to them - all one is told is that so & so lives in a certain "quarter," which may contain hundreds of streets - one really ought to take out a guide when one does any shopping.

1934.

Nov 29th

"Ramesses III."

Fike.

Hot. Left Assuan about 5 a.m. & steamed down the Nile. Tied up at Luxor at 4,30 & left by 5,30 train - sleeping cars - in pairs - carriages small but comfortable - dust awful.

Nov 30th

Hotel Fontenay.

Fairo.

Dull & cool. Arrived at Fairo at 8,45 a.m. & drove to Fontenay Hotel. After lunch went shopping, & also to the Tombs of the Pharaohs & a very fine Mosque.

Dec 1st

Hotel Fontenay.

Fairo.

Dull & showery. Spent all the morning in the Museum. After lunch drove to an orchard farm - about 1000 orchards of all ages & sizes. Passed through some very good land belonging to the Khedive which produces 3 crops a year - wheat, maize & cotton. Sugar is planted every 4 years & produces one crop a year. Some land is said to let for £25 per acre a year & is said to pay the tenant well at that.

Dec 2nd

Hotel Fontenay.

Fairo.

Dull & showery - cool. Went to see the Khedive attend service at a Mosque - it being the last Friday in Ramadan. After lunch went shopping with Mrs. Talbot & bought a carpet & some blue china vases from Tokens & Matoun - very nice. Dined with the Talbots & were 3/4 of an hour late, as we could not find their house. Mr & Mrs. Frawley & Bimbashi James there & we had a cheery evening. There is a pack of fox hounds at Wauwat - foxes are very plentiful, but jackals make better points. "Pest" - mongoose - is very bad - hounds very fond of hunting mongoose.

Step Pyramid at Sakkarah is probably the oldest monument in the world.

The tombs of the Sacred Bulls are enormous & the galleries extend for hundreds of yards under the ground — each bull has its own tomb & chamber. Some are very hot almost like a stork's nest. Nearly all have at one time been broken open.

The furniture & decoration of the Gheyrish palace — it is now a hotel — are wonderful, but must have been chosen chiefly because they cost so much — they are very tawdry & by no means beautiful. The manager, who showed us over, said there were thousands of clocks in the palace & thousands of pairs of duplicate curtains — the Khedive must have been frightfully done over it.

Of the "Rameses III" people the Passets are on board & the little Yankee.

"India" was built in 1896, = 7911 tons & 11000 horse power.

1904.

Dec 3rdContinental HotelFairo.

Dull & cold. Went by electric train to Ikma House & from thence on donkeys. Rode on a camel - past the Pyramids to to Sakkarah - 8 miles, the last part over the desert. Saw the Pyramids there & some very big tombs, especially those of the Sacred Bulls. Dined with the Bessets at ship-herds - English & American flags, toasts - the "intente cordiale," etc., etc.

Dec 4thHotel Continental.Fairo.

Drove down to the Nile & went on a pleasure drive to the Delta Barrage - a fine & ornamental piece of engineering. A lovely garden there on several islands, with all sorts of strange trees, i.e. baobab trees, etc., etc. Saw a big market. Back by 2.50 train. A lovely day & was much impressed by the gardens & flowers.

Dec 5thHotel Continental.Fairo.

Dull & cold. Drove to Ghegoren Palace with the Bessets - a monument of a Khedive's extravagance. They lunched with us afterwards. Shopped after lunch & the Salow's & Maddox's dined with us at the Levy - a farewell dinner - good "fofi."

Dec 6thS.S. "India".Port Said.

Dull & cold. Left Fairo at 11 & got to Port Said at 3.30.

"India" late, so did not get on board till 7.30. Anderson brought a George Hornwardley on board, but are going to Fairo & Phartoum. Loading going on all night. A very comfortable ship - the cabins twice as big as those on the "Indomina". She is 7900 tons. The captain - Tibert - entertained us after dinner - a very good sort - judging from the pictures in his cabin, very fond of the fair sex. Has any amount of cats too on his deck. Anderson looks very fit & well & cheerful, in spite of no longer being M.F.H.

The Suez Canal was opened in 1869 - the British Government buying in 1875 shares to the amount of £4,000,000 (the value in 1903 = £26,485,000).

Total length of the canal = 99 miles, the width = 12 ft. Total cost = £24,000,000.

Maximum draught of water allowed for vessels using it = 26 ft - 3 ins.

By a convention made in 1888, the canal is exempt from blockade & vessels of all nations, whether armed or not, are to be allowed to pass through it in peace & war.

Management of the canal is entrusted to a council of 32 administrators, of whom 10 are British, 3 representing H.M. Government & 7 the ship owning interest.

In 1869 the transit receipts = £2,178. number of vessels = 10. tonnage = 6576.

" 1870 " " " = £206,273. " " " 486. " 436,609.

" 1893 " " " = £2,826,692. " " " 3,484. " "

" 1895 " " " = £3,124,148. " " " 3,434. " 8,448,383.

" 1897 " " " = £2,913,221. " " " 2,986. " 7,899,373.

" 1899 " " " = £3,652,751. " " " 3,607. " 9,895,630.

" 1901 " " " = £4,015,456. " " " 3,699. " 10,823,840.

" 1903 " " " = £4,144,812. " " " 3,761. " 11,907,288.

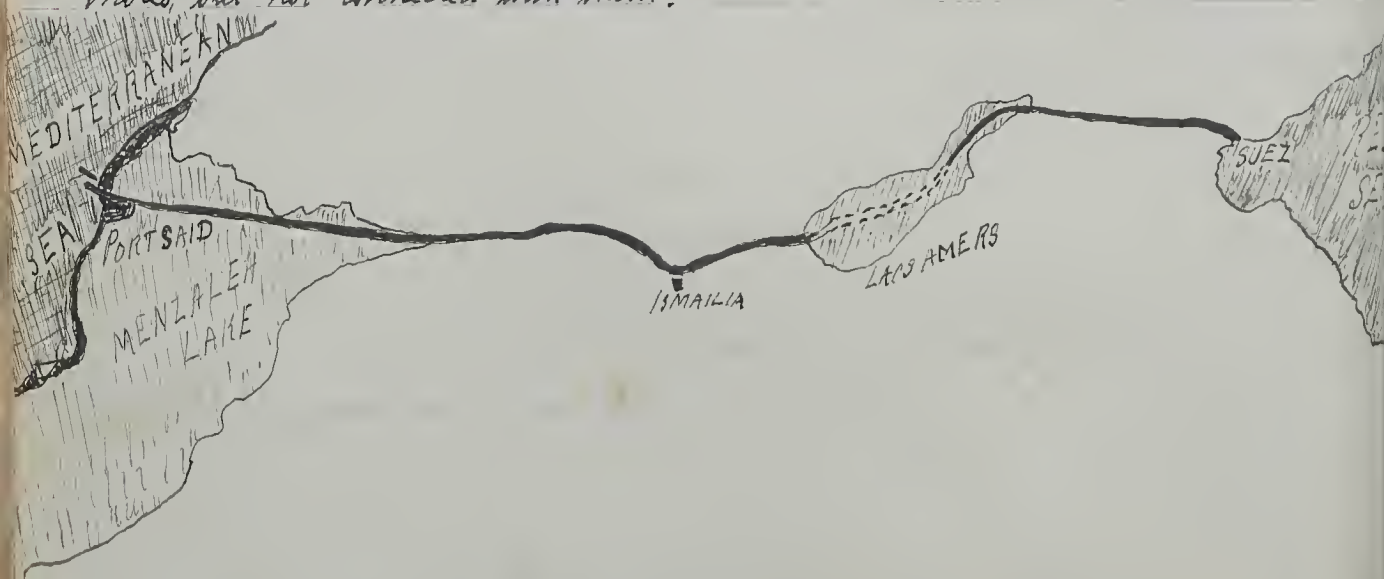
The present rate of transit dues = 8p - 50c. per ton.

The net dividends in 1902 = 125 fr. on the ordinary 500 fr. shares.

[Whitaker. 1905]

Red Sea is 1100 miles long - its greatest width is 200 miles - at Perim one channel is only $1\frac{1}{2}$ miles broad, i.e. on the Arabian side - on the African side the other channel is about 10 miles wide.

There are enormous coral reefs all along the coast of the Red Sea parallel to the shores but not connected with them.



1904.

Dec 7th

S.S. "India". P.O.

Suez Canal.

Fine & warm. Busy all the morning getting our ammunition arranged in proper form - a very long business.

Left Port Said about 2.30 & entered Suez Canal about 3.30.

Steamed about 5 knots an hour & at dark had a very powerful search light on the bows to light up the buoys.

Had to stop several times to let steamers pass us.

Canal is 102 miles long, opened in 1869, from 100 to 60 metres in width between bank & bank, 22 metres in width at bottom of channel, 8 metres in depth. Average passage of ships is 20 hours - they go very slow indeed.

Dec 8th

S.S. "India". P.O.

Gulf of Suez.

Dull & hot. Got to Suez about 5.30 a.m. Arabian & Egyptian coasts on each side very mountainous & wild. Got into Red Sea about 8 p.m. - getting warmer.

Dec 9th

S.S. "India". P.O.

Red Sea. 357 miles run.

Hot - cool breezes. Very pleasant in the day time, but awfully hot at night. Passed the "Maeabra" about 10 p.m. Attended and had Mr. Stock's lecture on the "Religion of India". Punkahs used in the first time & very nice indeed.

Dec 10th

S.S. "India". P.O.

Red Sea. 359 miles run.

Very hot. Saw some flying fish. Fancy Sun Ball.

Rest very bad at night & could not sleep at all.

Dec 11th

S.S. "India". P.O.

Red Sea.

355 miles run.

Passed some rocky islands about 11 a.m. & the town of Mocha at 2 p.m. & Perim about 6.

Population of Aden = 41,910.

Two miles long by 3 wide - greatest height = 1700 ft.

As a rule rain only falls once in 8 years at Aden - it is stored in immense tanks.
Aden is part of the Bombay Presidency.

Largest cities in India (1901)

Calcutta	1,106,738.	Amritsar	162,429.
Bombay	776,006.	Jai pur	160,167.
Madras	509,346.	Bangalore	159,046.
Hyderabad	448,435.	Bona	153,320.
Lucknow	264,049.	Patna	134,785.
Rangoon	234,881.	Bareilly	131,208.
Benares	209,331.	Ragpur	127,734.
Delhi	208,575.	Srinagar	122,618.
Lahore	202,964.	Surat	119,306.
Cawnpore	197,170.	Morut	118,129.
Agra	188,022.	Karachi	116,663.
Ahmedabad	185,889.	Madura	105,984.
Mandalay	183,816.	Trichinopoly	104,721.
Allahabad	172,032.	Boroda	103,790.

"Faledonia" was built in 1894, = 7558 tons & 11,000 horse power.

1904.

Dec 12thS. S. "India". P. O.Aden. 4906 miles.

176 miles run.

Reached Aden soon after midnight - a high rocky promontory - 5 miles by 3 - strongly fortified. His said never to rain there & looks like it. Were not allowed to land owing to the plague.

Red Sea is 1100 miles long & quite narrow at Perim.

Left the "India" about 7 & transhipped to the "Faledonia" 7558 tons - by small steamer. Left Aden at 10 a.m. - the "India" leaving just before us for Aden & Australia. Played deck cricket with very little success. Wolfe-Murray very good.

Dec 13thS. S. "Faledonia". P. O.Arabian Sea.

foot - strong westerly wind.

320 miles run

Played deck cricket & got several wickets, though not many runs.

Dec 14thS. S. "Faledonia". P. O.Arabian Sea.

342 miles run.

gale - blowing hard from the N.E. Began to blow about midnight & one cabin was flooded out. Ship pitched a good deal - very unusual to have a blow at this time of the year. Too rough to play cricket. Very hot at night. Recitation by Edgell after dinner. Ship going slow all the time - 13 knots instead of 14 which she can do.

Dec 15thS. S. "Faledonia". P. O.Arabian Sea.

352 miles run.

Dull, smooth & muggy. Fire dull at 10, 30. Wind got up again in the afternoon. Temperature 77° in shade on weather side of ship. Too rough for cricket. Recital by Edgell - Dickens' Roman farols - & concert at night - quite good. Edgell very angry because people would talk & stopped abruptly.

Population of India (1891) = 287,928,133. (including Barmah) = alone = 280,328,000
 " " " (1901) = 294,361,056. (7,605,000 (1891)) = alone = 283,850,432
 (10,490,624 (1901))
 British Troops = 74,000.
 Native " = 145,000.
219,000. x 61,000 S.S. troops, volunteers, etc.

There are 147. Vernacular languages in India.

Population of Bombay = 821,764.
 Death rate of Bombay (1903) = 65.1 — the highest of any town in the world.

Religious statistics in India.

Brahmins 207,700,000. — Fear of loss of caste, of priests & of demons.
 Non-Aryan 9,300,000.
 Mohammedan 57,300,000.
 Buddhist 7,100,000. — Jains only left in India — except Sylon.
 Christian 2,300,000.
 Sikh 1,900,000. — Have no caste.
 Jain 1,400,000.
 Zoroastrian 90,000. — Parsees — worship fire & the elements.

Hindu gods =

Brahma = the Creator.
 Vishnu = the Preserver.
 Shiva = the Destroyer.

The cow is the most sacred of animals, then the serpent & then the monkey.

About $\frac{3}{5}$ of the Indian Empire is under direct English rule, divided into 8 provinces.
 Madras. . . area 141,726 sq. miles . . . population = 38,209,486.
 Bombay. " 122,984 " " " " 18,515,587.
 Bengal. " 151,185 " " " " 74,744,866.
 Agra & Oudh. " 107,164 " " " " 47,691,782.
 Punjab. " 97,209 " " " " 20,380,339.
 Barmah. " 236,738 " " " " 10,490,624.
 Central Provinces. " 86,459 " " " " 9,876,646.
 Assam. " 56,243 " " " " 6,26,343.

1904.

Dec 15th.S. S. "Faledonia." P.O.Arabian Sea.

367 miles run.

Fine & smooth. Passed the old P. O. boat "Hyde", now the "Lampyris" & a cargo boat. Great "succub" at cricket.

Dec 17th.S. S. "Faledonia." P.O.Bombay.6570 miles.

Arrived early in the morning at Bombay & landed about 8.30. Went to Taj Mahal Hotel - very large & comfortable. King's man got our luggage & rifles through the customs - difficulty about the cartridges being landed. Bombay is a very fine town & not very hot - cool breeze. Beautiful harbour & fine buildings. Engaged Abdul - West's old beaver - at Rs. 40 a month & a present at the end.

Dec 18th.Taj Mahal Hotel.Bombay.

After lunch hired a motor car with Greenfield & went all over Bombay - Government House, Colaba Road, Regent's Club & the native quarters. Lucky not to kill a native. Pariares of some of the rich Persians very smart. Had tea at the "Acht Club". The Tablata is not apparently observed in India except as a dog for sport.

Dec 19th.Taj Mahal Hotel.Bombay.

Busy shopping all the morning. Went to "Ja" at 1.30 in the afternoon & met Mr & Mrs Pearson. After dinner drove to the "Giant Road". Very decent - all the ladies sit in their houses. By far the most are Japanese - English women not allowed, but some looked very like. Very few native women to be seen, a few Turanians. Japanese not attractive even after dinner. A most orderly scene - very different to England.

(Exports & Imports of India)
Byland.

1901-02. imports = £ 5,168,000 . . . exports = £ 4,407,000 . . . total = £ 9,575,000.
 1902-03. imports = £ 4,580,000 . . . exports = £ 3,993,000 . . . total = £ 8,573,000.
 1903-04. imports = £ 5,211,000 . . . exports = £ 3,966,000 . . . total = £ 9,177,000.

Of imports British trade has 64.9.
 " exports " " " 27.1.

About 66 per cent of India's total trade is with Europe, about 23 per cent with Asia.

The Parsees expose their dead thus in order not to pollute the ^{elements} ~~air~~ which they worship.

Sea-borne trade of India

1903-04 total exports = £ 113,193,000 . . . total imports = £ 88,481,000.

Exports.

Cotton (raw).	£ 16,251,000
Rice	£ 12,722,000
Seeds	£ 9,677,000
Jute (raw).	£ 7,812,000
Wheat & flour	£ 7,746,000
Cotton goods & cloth	£ 6,982,000
Opium	£ 6,980,000
Jute manufactures	£ 6,313,000
Hides & skins	£ 5,957,000
Tea	£ 5,705,000
Lac	£ 1,816,000
Wool (raw).	£ 918,000
Coffee	£ 912,000
Indigo	£ 717,000
Oils & spices	£ 1,306,000
Leak	£ 619,000
Fodder	£ 606,000
Silk	£ 477,000
Provisions	£ 440,000
Coal	£ 245,000
Manure	£ 254,000

Imports.

Cotton yarn & goods	£ 20,674,000
Metals (not hardware)	£ 6,197,000
Sugar	£ 3,957,000
Mineral oil	£ 2,255,000
Machinery	£ 2,235,000
Hardware & cutlery	£ 1,552,000
Wooden goods	£ 1,440,000
Provisions	£ 1,351,000
Clothing	£ 1,333,000
Silk (manufd.)	£ 1,222,000
Liquors	£ 1,218,000
Precious stones	£ 1,014,000
Railway material	£ 935,000
Drugs	£ 786,000
Glass	£ 661,000
Dyes	£ 655,000
Spice	£ 548,000
Salt	£ 425,000
Silk (raw)	£ 395,000
Pharmaceuticals	£ 393,000
Footwear	£ 5,179,000

1904.

Dec 20thTaj Mahal Hotel.Bombay.

Busy shopping all the morning & had a long talk with Sir Jaffer of King, King & Co about Parkman. Partidges are through the customs all right. Busy ordering things after lunch. Dined with the Parsis's Dr Field - a very nice house.

Dec 21stTaj Mahal Hotel.Bombay.

Busy shopping all the morning. After lunch went with the Parsis's to see a collection of ghena which is being sold, belonging to a Parsee who has gone broke. Bought a very nice plate for Rs. 75. Drove to the Parsis's house along a lovely road past the "Towers of Silence" where the Parsees expose their dead to be eaten by vultures for a time, & then drop them into a pit full of quicklime. Rather gruesome to see the vultures sitting on trees just outside, absolutely gorged & unable to fly.

Dec 22ndTaj Mahal Hotel.Bombay.

Went to Natural History Museum & Jathedral in the morning. Lunched with Pome at the Yacht Club. Busy with rifles in the afternoon & went to the Bhabhieri. Dined at the Yacht Club - a charming place & a very good club in every way.

Dec 23rdTaj Mahal Hotel.Bombay.

Went to the flower, bird, fish & fruit markets in the morning - all very amusing & curious. English mail in early. Left Bombay at 9.50 - rather uncomfortable as there was a lady & her father-in-law in our sleeping compartment & undressing was rather complicated in consequence. Quite comfortable sleeping berths - two below & two above - but the power are much the worst. Owing to the dust the carriages are very dirty & dusty. Trains creep along most awfully slowly.

Rupree = $\frac{1}{4}$ — contains 165 grains of silver & 15 grains of alloy. £1 = 15 ruprees.

Secunderabad is the largest cantonment in India — it covers 19 square miles.

British & Indian corn. 1933. (see p. 16.)

United Kingdom. wheat. 1,619,053 acres = 6,132,348 qtrs. bushels per acre = 30.15.

India wheat 23,312,118 acres = 35,840,589 qtrs. bushels per acre = 12.64.

United Kingdom. barley 2,017,275 acres = 8,163,711 qtrs.

India barley 7,095,595 acres. no returns.

United Kingdom. oats 4,237,780 acres = 21,517,559.

India oats no returns. no returns.

Canals & Irrigation Works in India have cost £30,341,000, which yielded a profit (1903) to the state of about 7 per cent.

The area irrigated = 20,000,000 acres — annual value of the crops raised = 88 per cent of the capital outlay.

Agriculture	supports	191,691,731 people.
Earth work & general labour	"	17,953,261 "
Provision of food & drink	"	16,758,726 "
Provision of textile fabrics & dress	"	11,214,158 "
Personal & household services	"	10,717,500 "
Other occupations	"	45,852,670 "

Rupia = $\frac{1}{14}$ — contains 115 grains of silver & 15 grains of alloy. £1 = 15 rupees.

Secunderabad is the largest cantonment.

British & Indian corn.

United Kingdom. wheat. 1,619,000.

India. wheat 23,312,100.

United Kingdom. barley 2,017,270.

India. barley 7,095,500.

United Kingdom. oats 4,237,700.

India. oats 20,000,000.

Medical Officer's Report is to be sent to the Cantonment Magistrate, Secunderabad, Superintendent of Police, Bolarum or Superintendent of Residency Bazaars, as the case may be when the holder fails to report for medical inspection.

I wish to be attended at my residence on payment of a fee Rs. 2, which is herewith paid in advance.

Signature or mark of traveller.

Land & Irrigation Works in the prospect 1903. to the state of about 1/2. The area irrigated = 20,000,000 acres of the capital rather.

Agriculture	Supports	171,221,751 people	
Textile work & general labour	"	7,953,261	"
Provision of food & drink	"	10,758,720	"
Provision of textile, fabrics & dress	"	11,214,158	"
Personal & household services	"	10,717,550	"
Other occupations	"	45,852,070	"

1904.

Dec 24thBrinds' Hotel.Secunderabad.

Arrived at Begum Pelt station at 6¹⁵^{PM} & drove to hotel - luggage going on to Secunderabad station. A tiring journey through a flat cultivated country with long rolling hills. Later on passed through a big tract of jungle & also very rocky country. Comfortable though small hotel, but not too clean - especially bedrooms.

Dec 25thBrinds' Hotel.Secunderabad.

Went to church at 9 - Sindushri Reg^{nt} present - very short service. Called on Sindushris in morning, saw Hubbard. Inariwaring & Gibbs - Harding sick & I left for a time. Delightful climate here - hot sun, but very cold & keen air, quite different to stormy heat of Bombay. After lunch went to call on Mrs & Mrs Floate. Dined at hotel. Captain the Nawab Miran Yar-ud-Daula - H.H. the Nizam's own Hyderabad dancers called upon us & asked us to lunch with his father tomorrow at Hyderabad, which we accepted very gladly indeed.

Dec 26thBrinds' Hotel.Secunderabad.

After breakfast reported ourselves at the Hospital - all people coming to Hyderabad having to be inspected owing to the plague - Hyderabad being a free state. Called at the Presidency & went to lunch with Colonel Apperel Smith - the chief of the Nizam of Hyderabad's army. Played his son-in-law at billiards & got beaten by 2 points. After lunch went round Hyderabad on one of the Nizam's elephants with an escort of 4 men. One of the most interesting cities in India & one of the very few which retains its ancient characteristics. English are not allowed to go into the city without an escort, as it is a somewhat turbulent place. Went over the Nizam's palace, situated with a fine view over the city & country, but furnished with very bad "furniture" & very modern.

Elephants — water.

Population of state of Hyderabad equals that of Canada & Australia combined —
with suburbs = 448,466 (city) — 11,141,142 (state) — area = 82,698 sq. miles.
Persian is the fourth language there.

In India the State is generally the landlord, sometimes with individuals or communities.
In 1903 the land revenue = £19,252,000, of which £815,000 was due to irrigation.

ounting land revenue. Burden of taxation = $\frac{3}{5}\frac{1}{4}$ per head.

Coal.
The output of coal mines in India in 1903 = 7,438,000 tons.
 $\frac{6}{7}$ of the total comes from Bengal.

£254,000 of coal was exported in 1903-04.

Salt.
1,000,000 tons of salt is produced annually.

Gold.
603,000 oz of gold was produced in 1903 — nearly all from Mysore.

Factories.
There are 201 cotton mills at work.

"	"	38	jute	"	"	"	} in India. 1903.
"	"	6	woollen	"	"	"	
"	"	9	paper	"	"	"	
"	"	27	breweries	"	"	"	

One of Mirza Asaf's sons is educated in England.

1904.

Dec 27thColonel Asfur-ul-Mulk's.Hyderabad.

After breakfast started for Golconda, tried to get passes from the British Presidency, but could not, so went to Colonel Asfur's & were successful. A very fine old fortress, the walls covering a very large extent of ground. Also saw the Nizam's tombs - rather very fine. Drove to Col. Asfur's house - a very comfortable one indeed & dined there. Played billiards afterwards & rather distinguished myself.

Dec 28thColonel Asfur-ul-Mulk's.Hyderabad.

Started about 8.30 in a carriage drawn by 2 mules & went about 6 miles, then got on ponies - mine a flea bitten grey, a very nice one. Dismounted when we saw some black buck & had a short stalk. Unluckily broke one's leg & although we pursued him for some time, did not get him. Had two more stalks, but shot absolutely disgracefully & wounded another. I. J. got two. Shot with .375 but always seemed to shoot too low - anyhow I don't seem to understand it at all. Only got longish shots - generally about 200 yds or more & they are only the size of a roe. Rode on a camel belonging to a trooper of the Deccan Horse & nearly fell off. Afterwards drove in state to the polo ground & watched a good game, then went to Brind's Hotel for supper - the guards who were en route being turned out!!! Two men on horse & two behind.

Dec 29thColonel Asfur-ul-Mulk's.Hyderabad.

Went for a ride before breakfast & then went round the stables. Several of the 13th Hussars came to lunch & after we all went to a Tent Pegging Tournament on the Futtah Maidan. Very good - won by the Deccan Horse. Dined & then drove back to Brind's Hotel with very great regret. Had pheasants killed in England for lunch.

Native States of India.

Kepala Batan quite independent.

	pop.	sq. miles.	income of chief.	salute of.
Hyderabad	11,141,142	82,698	£2,500,000	21 guns.
Kashmir	2,905,578	80,900	£438,000	" " 19 "
Mysore	5,539,399	29,444	£1,278,000	" " 21 "
Awadh	2,933,001	29,047	£984,000	" " 19 "
Travancore	2,951,038	6,730	£621,000	" " " "
Baroda	1,952,692	8,099	£1,000,000	" " 21 "
Bhopal	665,961	6,997	£266,000	" " 19 "
Kelat	507,472	90,000	£26,000	" " " "
Kolhapur	910,011	2,855	£221,000	" " " "
Udaipur	1,018,805	12,753	£200,000	" " " "
Bekawalpur	720,877	15,000	£146,000	" " 17 "
Bharatpur	526,665	1,982	£204,000	" " " "
Bikaner	504,627	23,311	£154,000	" " " "
Bundi	117,227	2,220	£42,000	" " " "
Jochin	812,025	1,362	£156,000	" " " "
Jajpur	2,658,666	15,579	£425,000	" " " "
Karauli	156,786	1,242	£39,000	" " " "
Kota	544,879	5,684	£203,000	" " " "
Katich	488,322	6,550	£113,000	" " " "
Marwar	1,935,505	34,963	£328,000	" " " "
Patiala	1,595,692	5,412	£463,000	" " " "
Rewa	1,325,307	12,676	£107,000	" " " "
Tonk	293,676	2,553	£100,000	" " " "
Alwar	828,487	3,141	£194,000	" " 15 "
Banswara	165,350	1,946	£18,000	" " " "
Datia	173,759	912	£60,000	" " " "
Dewas	52,312	446	£4,000	" " " "
Dhar	142,715	1,739	£49,000	" " " "
Dholpur	270,973	1,155	£86,000	" " " "
Dungarpur	100,103	1,447	£15,000	" " " "
Idar	158,557	1,900	£40,000	" " " "
Jaisalmer	73,370	16,062	£7,000	" " " "
Mhairpur	199,313	6,109	£83,000	" " " "
Misangpur	90,970	858	£38,000	" " " "

1904.

Dec 30thIn train.

Started from Begum Pett station at 7.10 a.m. & were in train the whole day — a hot & dirty journey.

Dec 31stYacht Club Chambers.Bombay.

Arrived at Bombay at 6 a.m. & went to the Yacht Club Chambers — very comfortable. Busy shopping all the morning & afternoon. Big dance at Yacht Club at night — temperature about 100 — over 320 people there & they commenced dancing immediately after dinner!!!

Much singing of "Old Lang Syne" etc, going on at midnight & for some time afterwards.

French India.

Area of French possessions in India = 193 square miles — population = 273,185.

Pondicherry is the chief town / 85 miles S by W. from Madras — " = 45,583.

Once fortified, but not now a garrison only sufficient for police purposes.

Their industry is cotton spinning, employing about 7,343 hands.

Main settlements are —

Chanderannagore on the Hooghly.

Kerkal in the Gangetic delta.

Yamson on the ~~Hooghly~~ Godavari delta.

Mahe on the Malabar coast.

Imports = £185,250.
Exports = £911,800. } 1902-03.

Portuguese India.

Goa = 1,080 square miles — population = 475,512 — 265 miles S.E. of Bombay.

Damaun = 384 square miles — " 41,671 — N. of Bombay.

Diu = 52 square miles — " 14,642 — island off Gujarat coast.

Revenue = £230,000.

Native States of India (continued)

	pop.	sq. miles	income of chief.	salute of.
Indore . . .	850,690	9,500	£270,000	19 guns.
Orcha . . .	321,634	2,080	£60,000	" " 15 "
Patabgarh . . .	52,025	886	£26,000	" " " "
Sikkin . . .	59,014	2,818	£4,000	" " " "
Suraski . . .	154,544	1,964	£23,000	" " " "
Tarora . . .	84,185	606	£71,000	" " 13 "
Much Behar . . .	566,974	1,307	£149,000	" " " "
Ranpur . . .	533,212	893	£220,000	" " " "
Tippurah . . .	173,325	4,086	£42,000	" " " "

The Native States = $\frac{2}{5}$ of area of India & = $\frac{1}{5}$ of the population.

679,393 square miles — 62,461,549 people.

Horses in India after being groomed, are "massaged" by being well rubbed all over by the syc's paws — it must have a very beneficial effect on a tired horse's muscles & they certainly seem to enjoy it.

Agriculture in India.

Out of a surveyed area of 552,000,000 acres — 1902-03.

242,000,000 were cropped or fallow.

108,000,000 " cultivable.

134,000,000 " not cultivable.

68,000,000 " under forest.

234,000,000 were cropped, of which

8½ per cent was under wheat.

37 " " " " rice.

41 " " " " other food grains & pulses.

5½ " " " " oil seeds.

6 " " " " cotton, jute & other fibres.

£7,746,000 of wheat & flour was exported.

1905.

Jan 1st.Yacht Club Chambers.Bombay.

Busy writing all the morning. After lunch went for a sail all round the harbour, then to service at the cathedral — very fine singing — but effect of punkahs rather distracting, also of a dog which came in & sat by me.

Jan 2nd.Yacht Club Chambers.Bombay.

Got ammunition sorted before lunch & afterwards went by train to Vandra & drove to Pome's bungalow. Got on a very nice pony & rode to the Yacht Club & saw the Bombay Hounds — a better looking lot than I expected considering they have to get a fresh pack every year — hounds being sold at the end of each season to go to some hill country on account of their not being able to stand the hot weather. Were then taken to sample the country in which they hunt. It is all just as hard as any pavement can be, & at home one would not trot a horse over it, but here they gallop even when only hacking. A good deal of Jungle with paddy fields in between — very small enclosures with little banks as a rule, but sometimes a double bank with a ditch in between, a stone wall or a cactus fence. Melon ground is the worst, as it is intersected with narrow deep grips at very close intervals which are very blind. Jumped a few banks, but didn't like it at all, in fact was in a — funk. In addition to the "obstacles," the ground cracks very much & quite sufficiently to break a horse's leg in the holes — an additional terror. Dined with Pome & came home by train, quite certain I should prefer to hunt at home.

Jan 3rd.Yacht Club Chambers.Bombay.

Drove round Bazaars after lunch. Dined at Yacht Club as usual, & left Bombay by the 9.30 p.m. train. The station — Solatna — a perfect pandemonium. Several bridal parties going away — covered with garlands of flowers, which made some of the old Parsees look very quaint. Weddings always take place at night.

Population of Baroda = 116,400 — 1902 = 103,790.

" " state of " = 1,952,692 & its area = 8,099 sq. miles.

Over 90,000 sq. miles of forests reserved & scientifically worked by the State in British India, besides about 135,000 sq. miles of forests managed by the State.

There are 170,000 native police in India

" " 15,000 Imperial service troops "

" " 32,000 non-native volunteers "

Indian Revenue = £83,068,000 }
" Expenditure = £80,257,000 } 1903-04.

Population of Ahmedabad = 148,412 — 1902 = 185,889.

Jumma Masjid Temple is supported by ~~260~~ 260 columns, built in 1424.

Lidi Sayad's Mosque has beautiful perforated stone windows — probably the finest in India.

Ahmedabad has some beautiful temples, but all very much alike — we could not get into the finest, as some ceremonial was going on. All the temples & mosques are very small.

1905.

Jan 4th.Guest House.Baroda.

Arrived at Baroda station at 5 a.m. — very cold. Drove to the Guest House, which seems very comfortable. Called on the Resident — Col. Meade — & the Quikwar, & went to the gardens & the Museum. After tea went to the Gymkhana, & dined with Capt. & Mrs. Harrison — the secretary at the Residency — a cheery party, especially Capt. Lewis.

Jan 5th.Guest House.Baroda.

After breakfast drove to the Mukhapura Palace — some fine pictures & very pretty gardens. Also to the gaol — 700 prisoners there — 77 "lifers". Most of them weaving carpets, etc. After lunch went to see Captain Dowick — 119th (Multan Regt.) & discussed Kashmir. Went to the old palace in Baroda & saw some magnificent jewels, the golden & silver canopies & the elephant stables, golden howdah, etc. Two "must" elephants skinned up — one very savage. One 75 years old — considered very ancient. Dined with the Resident & Mrs. Meade at the Residency — heard how the Maharaja was treated at the Durbar & how every body's backs were put up by the Viceroys.

Jan 6th.Station House.Ahmedabad.

Left Baroda at 11 & got to Ahmedabad at 2. Uncomfortable quarters at station — bedrooms opening on to platform & very hot. Saw several small mosques with very beautiful carved pillars & windows, especially the Jumma Masjid & Natti Singh's temple. Also a fine collection of monkeys — very tame — which we fed.

Jan 7th.Guest House.Mount Abu.

Left Ahmedabad at 8 & reached Abu Road station at 12.30. Drove for 3 hrs up a steep road — good horses to Mount Abu — 4000 ft above sea. Very comfortable rooms indeed & food good.

The ridge on which Mount Abu is situated is 14 miles long & from 2 to 4 broad.
It is the highest mountain in Rajasthan = 5653 ft in one place. Residency = 4000 ft.
The rocks are tremendously worn into caverns & holes, like a sponge to look at — the whole
place is covered by gigantic masses of rock (granite) — some balanced on others in a
most wonderful way.
Sambar & panther are got there — the former very scarce.

The Dilwara Temple was built about 1200, took 14 years ~~to build~~ & cost 18,56,000 rupees
to build — one by 2 brothers, the other by a merchant.
It is by far the finest specimen of Jain architecture in India & must be seen to be believed.
There is an extraordinary effect of "lightness" produced in all the stone carving, so much
so that one imagines one could almost blow it away. The effect of the whole is quite
wonderful, everything is of a different design & if anything one would appreciate it
more if one could see parts of it separately — somehow it is hard to properly appreciate
such a mass of beautiful carving in one building — the effect is lovely, but one misses
the details.
Population of Soodhpore state = 1,935,565 — area = 84,963 sq. miles.

The Fort stands abruptly up 300 ft above the plain — the cliffs are almost perpendicular
on each side. It is very strongly fortified & has 7 barriers across the road leading up
to it.
The Maharajah is practically deposed by the Government, as he went rather too far.

We were taken in "bar-wallahs" at the Residency, arriving in the only conveyance
we could get at Jhodpore — a broken down set of chakras.

1905.

Jan 7thGuest HouseMount Abu.

Very pretty place & delightful cool air. On top of rocky hill with fine views. Is a sanatorium for sick soldiers. Got letter from Guikhar of Baroda asking us to stay with him as State Guests — unfortunately too late. Rickshaws are used here on top of hill.

Jan 8thGuest HouseMount Abu.

After breakfast went to the Dilwara Temples, in which there is the finest carvings (stone) I ever saw or imagined. It is a Jain temple. After tiffin went in rickshaws about 5 miles to the temple of Achalgarh. A magnificent view. Also saw the Agni Kund & the stone buffaloes. Quite a perfect climate & never too hot, even at mid-day — quite cold at night.

Jan 9thDak Bungalow.Khodpore.

Left Mount Abu at 10 & drove down to Abu Road station in 2 hrs — the road down the hill a fine piece of engineering — the gradient such that horses can trot up or down. Left at 12.30 & arrived at Khodpore at 9.30, passing through a very dried up & arid plain almost uncultivated.

Jan 10thDak Bungalow.Khodpore.

Called on the Resident who was away. After tiffin went in one of the Maharajah's carriages to see the Fort — an impregnable place on a high hill with a fine old palace. Saw some magnificent jewels. A very fine view over a flat sandy desert for a great distance. Dined with the Secretary — Dyall — at his Bungalow. Remble there too. Dyall was at dinner.

Jan 11thDak Bungalow.Khodpore.

After breakfast drove to Mandor & saw some fine constables. After tiffin went round the Maharajah's stables with Dyall — a vast collection of horses of all sorts. Left at 6.50 p.m., changed at Anwar at 12.30 & waited 2½ hours.

Population of Ajmere = 67,800.

The Mongee — Dargah — is venerated by both Mohammedans & Hindoos.

The Deegs are large (& small) caldrons, filled by any devout pilgrim with rice pudding — it costs 1200 rupees to fill the big one. The contents — boiling hot — are scrambled for by the people, wrapped up in cloths to prevent them being scalded. As many as 20,000 will turn up when this is done at the annual festival.

Maharajah is head of the Rajpoots & would not go to the Delhi Durbar because he was not allowed to go wth the Native Princes. He was not satisfied with being allowed to go abreast of the Nizam of Hyderabad, so went home.

Udaipur is practically deserted owing to the plague — the name is spelt in 72 ways.

Mewar or Udaipur = 12,753 sq. miles & population (of state) = 1,018,805.

Quite the most beautifully situated town in India & a lovely place in every way.

The effect of the white marble houses & temples on the islands & all round the sides of the big lake on a sunny day against the background of the hills is wonderful.

1905.

Jan 12th.Waiting Room.Agmore.

Sark Bungalow & hotel being full - arrived at 7 - we had to camp in the waiting room, which was not too comfortable or clean. Went round some fine temples & had tea with the Commissioner. Left at 11.30 p.m. (A very curious sort of magnified doll's house with innumerable figures in one of the temples, also the "Devs.")

Jan 13th.Guest House.Oddeypore.

Arrived at station at 11.30 a.m. & drove to guest house in one of the State carriages. Very comfortable & clean. After tiffin drove through very pretty gardens & saw an immense number of semi-wild fig fed, also a great many peacocks. Had a lovely view of the lake & islands - one of the prettiest views I have ever seen - with the palace in the back ground. The lake is in a hollow surrounded by hills, some of fair height. Five soldiers here on a court-martial on a native run-com. for taking a bribe.

Jan 14th.Guest House.Oddeypore.

Went over the Maharajah's palace - a most delightful place with a lovely view over the lake, which has white marble temples on islands & along the sides, then against the dark background of the hills, make a picture not to be forgotten. Also saw a fine Hindu temple. In the afternoon got a boat & went to the ~~old~~ temples on the islands & rather small palaces, in which were several very curious shooting pictures. They must be delightful residences in the hot weather.

Jan 15th.Sark Bungalow.Phitor.

Saw some fine tombs at Whar & left Oddeypore at 12.30 p.m. Reached Phitor at 4 & went to the Sark Bungalow - very small but clean. 2 soldier arrived with us & has got the only elephant. However he very kindly let us have first use of it.

All Rajasthan—at least from Baroda to Jeyhore—has not recovered from the last famine. All the game has migrated & the whole country is still suffering from the effects thereof. There was not a single river with running water in it all the way from Baroda to Jeyhore, except the one at Bodeyehore, which had just a trickle. It is a flat uncultivated country mostly, with abrupt hills rising occasionally from the plain, & at times a good deal of cover—long rough grass.

Population of Jeyhore = 143,000 — 1901 = 160,167.
 " " state of " = 2,658,666 — area = 15,579 sq. miles.
 Jeyhore is said to be the most beautiful city in India.

Kelcey said he had never seen anything "so striking picturesque & beautiful" as the scene from the palace at Amber, but I was disappointed. It is quite deserted except by fakirs.

Salaries of Principal Residents.

Hyderabad	Rs. 5,000 per month.	The Viceroy = Rs. 20,833 per month.
Mysore	" 4,500 " "	Ed. Maitland = Rs. 8,333 " "
Rewahmir	" 3,000 " "	Members of Council = Rs. 6,667 " " each.
Baroda	" 2,500 " "	
Kajal	" 2,500 " "	
Gwalior	" 2,250 " "	
Jajpur	" 2,100 " "	
Indore	" 2,000 " "	

1905.

Jan 16thKaiser-i-Hind Hotel.Jaypore

Rode an elephant up to the old town of Jhalor, which stands on a hill 500 ft high. Must have been very fine once, but is now a ruin, except one beautiful tower. Left at 12 & went through a barren dried up plain to Jaypore. Which we reached at 11.20. Hotel not too good, & dirty - food bad too.

Jan 17thKaiser-i-Hind Hotel.Jaypore.

Suite cold. Went to see the Museum & zoo & also the school of art. Afteriffin saw the palace & bright some enamelled ware from Allah Pookah. Jaypore seems quite a modern city with very wide & straight streets.

Jan 18thKaiser-i-Hind Hotel.Jaypore.

Drove through the city - the broad streets crammed full of natives in dresses of every colour making a very fine effect - to Amber - the old capital. A fine & very picturesque place, with a palace well worth seeing, but now practically in ruins. Went shopping in the afternoon - did a good deal of bargaining, but with no result. Saw the Observatory.

Jan 19thKaiser-i-Hind Hotel.Jaypore.

Went to Jugunchand Tobhagchand's shop & bought a shawl & a small plate of Jaypore enamelled work for Rs. 500. Hope I was not done. Went up to the Sun Temple after lunch & had a fine view of the city. The two main streets of Jaypore extend east & west, & are two miles long & forty yards wide. Very different to most streets in India. Some of the city - the E. end - is being covered up by sand, & some houses are already buried by it. Had quite a heavy shower of rain at mid-day - the first we have seen since Dec 5th. Left at 11.23 p.m. - a sharp frosty night & very cold. Was quite sorry to leave Jaypore, as, with decent quarters, it would have been a delightful place to stay at for some time.

Virtually cold weather we met at Agra.

Population of Agra = 165,000 — 1901 = 188,022.

The Taj Mahal was built about 1640 by Shah Jehan & is said to have cost Rs. 31,748,025. It is a square of 186 ft with the corners cut off. The platform on which it stands is 313 ft sq. & 18 ft high & has a minaret 133 ft high at each corner. The dome is 80 ft high & is covered like the rest of the building with beautiful mosaics, representing fruit, flowers & foliage.

Shah Jehan, after building the Taj Mahal, intended to build a similar building, but of black marble, on the other side of the Jumna, ~~that~~ connected with it by a silver bridge. His son — Aurangzeb — however, did not like him spending so much money, so deposed him, & imprisoned him for seven years in a wretched room in the Fort. When dying, he was allowed to look at the Taj Mahal — the first time for seven years. It is said to have taken 20,000 men for 22 years to build.

The Pearl Mosque is said to have cost Rs. 300,000.

It was also built by Shah Jehan after the Taj Mahal.

Some of the carving in the palace bears traces of being done by Europeans.

Fatehpur Sikri was built by Akbar about 1600 — it took 40 years to build & was only occupied for 50 years, being deserted, it is said, owing to a bad water supply.

1905.

It began to be really cold this week & I started my usual English winter clothes.

Jan 20thLaurie's Hotel.Agra.

Arrived at 7 a.m. in a truck for g. Drove to hotel, which seems very clean & comfortable. After lunch drove to the Taj Mahal — a most lovely white marble building in a beautiful garden, the Jumna runs on the N. side. It is surrounded by gateways & two Mosques of red sandstone, which make a wonderfully effective contrast with the white marble. A channel of water runs from the main gateway up to the tomb itself, which is — the dome — 80 ft high. The tombs — Shah Jehan & his wife — are marble inlaid with precious stones in the form of flowers, surrounded by wonderful marble fretwork. It has been said to be the "most beautiful building in the world," but I do not like the 4 minarets at each corner — they distinctly resemble light houses. Underwood (4th Hussars) came in after dinner. He was at the "House" with us.

Jan 21stLaurie's Hotel.Agra.

Spent all the morning in settling formalities for sending enamelled buckle & plate to Mrs. Ayrton & A. Truitt. Had lunch with Selous-Rodcliff — Hotel Fawcett — & afterwards went to the Fort. A very fine palace with some beautiful inlaid marble. Also the Pearl Mosque made entirely of white marble. Met P. Tatham. Very cold — bright sun, but bitterly cold wind.

Jan 22ndLaurie's Hotel.Agra.

Heavy rain in the night. Drove with Mrs. Formis to Fatehpur Sikri — 23 miles — a deserted city built entirely of red sandstone with a very fine quadrangle in a mosque, said to be a copy of that at Mecca. A most magnificent gateway — 130 ft high — but the rest I thought uninteresting.

Jan 23rdLaurie's Hotel.Agra.

Went shopping with Mrs. Wrench. After lunch walked to the Taj Mahal & back to the club. Temperature to day, ^{under} 39° — the lowest in Agra for 4 years & one feels the cold here much more than at home.

Purjor's order that all native princes are to obtain his sanction before they can leave India has caused much dissatisfaction.
A few did go too often, but for all to ask his leave - like schoolboys for a holiday - is resented very much.

Railways in India & England. 1903.

25,611 miles opened in India	—	22,485 miles in England.
£24,005,466 gross receipts " "	—	£103,079,191 " "
210,000,000 passengers carried " "	—	1,195,265,195 " " (exclusive of season tickets.)
Working cost = 47.52 of gross receipts " "	—	62. of gross receipts " "

Indian railways up to 1899 involved a yearly loss - are of 3 kinds -

1. Employment of companies under a system of guarantee.
2. By the state through its own officials.
3. By assisted companies either with or without guarantee or subsidy from the state, & working with capital wholly raised by themselves or partly with capital provided by the state.

Population of state of Gwalior = 2,983,301 — area = 29,047 sq. miles.

Passed through some very rough Western countries between Agra & Gwalior, said to be caused by heavy rains & floods. Formerly a haunt of dacoits.

Gwalior state is just about as big as Ireland. Army = 10,000 regulars.

Gwalior was the ~~home~~ scene of the historic marriage of her type called "the ...".

The first was most gallantly sustained by an English officer

to Gwalior his men to get up the siege & break into the town, & the idea of three - subjugation - but, in spite of some ...
... achievement, ... of his pay. This said he turned back in a ...
the officials got it when he left India.

1905.

Jan 24thLaurie's Hotel.Agra.

Very cold wind. Drove to Sikandarabadi & saw Akbar's Tomb — some fine marble carving. Most of the building is red sand stone with marble topped towers. The Kohinoor diamond was taken from here by Akbar Shah. After lunch went to the Welch Gunter's rifle range with Alchison & shot my .256 Mannlicher, which seemed very satisfactory. Went about in top coats & solar tops today!

Jan 25thLaurie's Hotel.Agra.

Went to the Tomb of Itimad-ud-daulah over the fountain bridge. Incased entirely with white marble beautifully inlaid & some lovely lattice work. After the Taj Mahal, the most beautiful building I have seen so far in India, though on a much smaller scale. Went on to the Taj Mahal, which does not look quite best in weather like this. Dined with Alchison & Radcliffe at the Welch Gunter's mess & had a most cheery evening & rather a late one — much advice about Persia.

Jan 26thGuest House.Gwalior.

Left Agra at 10.44 a.m. & reached Gwalior at 1.9. Met by Colonel Frey & conducted to the Maharajah's guest house, which is very comfortable & well furnished. Drove in one of the State carriages to the Fort — up the hill & on the top on a very good elephant — which is 300 ft high & $1\frac{1}{4}$ mile long. Saw some very interesting temples & very fine figures carved out of the rock — one 57 ft high & had a very fine view over a flat plain. Ropes very good about here — exceptional heavy rain last monsoon — 55 inches — usual fall = about 35.

Jan 27thGuest House.Gwalior.

Called on the Resident. After lunch went over the Palace — a very modern building — & drove to the elephant stables, gardens, horse stables, the late Maharajah's tomb & all through the new town. About 30 elephants to be seen. Also saw the Museum. Dined with the Resident — Mr. Both — the best dinner I have had in India.

All native states keep a certain number of troops to help the Government if required, called Imperial Service troops. Most of them good material but badly officered. The native chiefs appoint anybody - regardless of qualifications - whom they wish to as a person to.

Gwalior seems a very go-ahead man. But has the reputation of being very mean.

Johnel Pologe - an Italian - whose ancestors have all been in British service & he himself all his life - entirely disapproved of Sir Gordon's policy with regard to the natives. He said they did not appreciate it & it only made them dissatisfied. The opinion of every Anglo-Indian is the same. I say that the policy - begun by Lord Ripon - of putting the natives in front of the English & surrendering to them is entirely wrong & will eventually lead to disaster. Pologe mentioned the case of the 4th Bannars - when one of the native officers was killed & died from the effects of the shot. & in consequence all officers' work was stopped, to the loss of a year - as a most stupid & mischievous act - one unnecessarily giving in too much prominence. This man a man who is practically a native & in the service for nearly thirty years - is informed wisdom.

Population of Lucknow = 272,500 - 1901 = 264,049.
largest city after Calcutta, Madras & Bombay - Hyderabad with suburbs.

At the time of the outbreak of the Mutiny, [1857] there were in India -
230,000 Native Troops. } now there are { 145,000 Native Troops.
34,000 English " } { 74,000 English " }

The Residency was besieged for 147 days.

The garrison all told numbered between 800 & 900 & the lowest computation of the mutineers = 40,000. The lines of the Residency were 1 mile, 3 per long 3.433 ft round.

When Lucknow was relieved, the mutineers fortified the Sikandar Bagh. But it was soon breached, & 2000 of them were bayoneted by the 93rd Highlanders, the 53rd & the 4th Buffs Infantry.

1895.

Jan 28th.Guest House.Quailor.

Started at 7 a.m. & drove about 6 miles & then rode another 4 to the Maharajah's premises. Started with a black buck "drive" - 4 bucks came past me, I missed the best - galloping a good pace - but knocked another over his back & rabbit. However he got up, but though he left a lot of blood, we never found him. I had long galloping shots. Then went after Pigeon - had a difficult shot in the angle without success, but I. After this had another drive but the buck broke back. Got a shot at a Pigeon & hit him. Got up to him again & knocked him down once, but he would not find him & as it was getting late went home. A desirous & humiliating day with a few hot sun, but always had to not standing & without a rest & never at anything staying still, except once. There certainly seems to be a man. his standard of right shooting is out here than at home - a black buck is no bigger than a doe, yet one is expected to bring in "bagging" at 200 & 300 yds!!!

Jan 29th.Wutzler's Hotel.Lucknow.

Left Lucknow at 1, 7.15 a.m. & reached Lucknow at 10.15 - nearly 2 hrs late. Passed through a flat plain, well cultivated in parts, but mostly a desert.

Jan 30th.Wutzler's Hotel.Lucknow.

Saw two Mausoleums & the King's palace - some very interesting & mostly stone. Austin arrived today from Peshawar. Very cold indeed & shivered all day.

Jan 31st.Wutzler's Hotel.Lucknow.

Went round the Presidency with Mr. Kilton, who was in the siege when a boy 12 yrs old. He gave us a most thorough & interesting account of every thing that happened & described everything very well. The Presidency was quite an unfortified building & the houses of the town came quite close up to it - sometimes the buildings being only separated by a narrow lane - one man on one side & the mutineers on the other. The mutineers could easily have taken it if they had had the pluck & didn't mind losing a lot of men.

Causes of the Mutiny

1. Preponderance of native troops — 230,000 to 34,000.
2. Doubt as to invincibility of British caused by reverses in Afghanistan — 1841-42.
3. Manner in which Sepoys had been pampered, which made them think themselves masters of the situation.
4. Excessive age of general staff & regimental officers of Indian army, caused by promotion strictly by seniority.
5. Want of "go" in regiments, owing to their best officers being taken away for civil, etc.
6. Annexations, administrative reforms, etc. etc. produced feeling of unrest amongst the natives.

Issue of greased cartridges was the spark which ignited the feeling of discontent.

Population of Delhi = 193,600 — 1901 = 208,575.

Delhi, like Iwasopol, was only invested on one side.

The Jumma Masjid Mosque is the largest in India — the inner courtyard is 400 ft each way — the roofed portion is 260 ft by 90 ft.

All round Delhi for miles are the remains of magnificent buildings & the city must have occupied several sites before it was built in its present place.

A great part of the old palace in the Fort was pulled down after the Mutiny to make room for the most hideous barracks.

An Indian native soldier gets Rs. 9 per month — Infantry.

He is granted Rs. 30 to pay for his kit, which actually costs Rs. 65.

He has to replace any articles worn out.

There are in the Indian Army —

39 cavalry regiments =	24,461	Native	&	498	English.	Imperial Service troops =	14,911
9 Batteries of artillery =	7,043	"	"	53	"	Native Reserves =	20,781.
140 infantry regiments =	116,217	"	"	1,686	"	Volunteers =	31,966.
3 Sappers & miners " =	4,594	"	"	165	"	Some troops absent in China, Tibet, etc.	
	<u>152,825.</u>						
					<u>2,519.</u>		

1905.

Feb 1st.Wutzler's Hotel.Lucknow.

Bitterly cold. Doyle arrived from Nepal, having had bad sport. Drove to the Martiniere, Dilkhusha & through Wingfield Park—very nicely laid out. Left at 7 p.m. in through carriage & only ourselves in it.

Feb 2nd.Civil & Military Hotel.Delhi.

Arrived at Delhi at 7 a.m.—very cold indeed. Maiden's Hotel full, so went to the Civil & Military, which is very moderate. Bought some idols at 'More Schweigert's' & walked to the Ridge, but could not make out much of old dispositions.

Feb 3rd.Maiden's Hotel.Delhi.

Moved into Maiden's Hotel. Went to the Fort & saw the Duran-i-Khas—a marble Hall most beautifully inlaid, also saw some very fine stone trellis work.

Also went to the Guruma Imperial Mosque—a very large one—and saw the people at prayer & washing themselves in the tank. A very interesting sight.

Went to Jain Temple after tiffin—in bad repair, but must have once been very gorgeous.

Feb 4th.Maiden's Hotel.Delhi.

Went to Delhi & London Banks & drew £50. Walked through the Baghara & saw the Black & Golden Mosques—both very small & uninteresting. After lunch walked up to the Ridge & saw the position of our forces during the siege. Cold, dull & some rain & generally a nasty day.

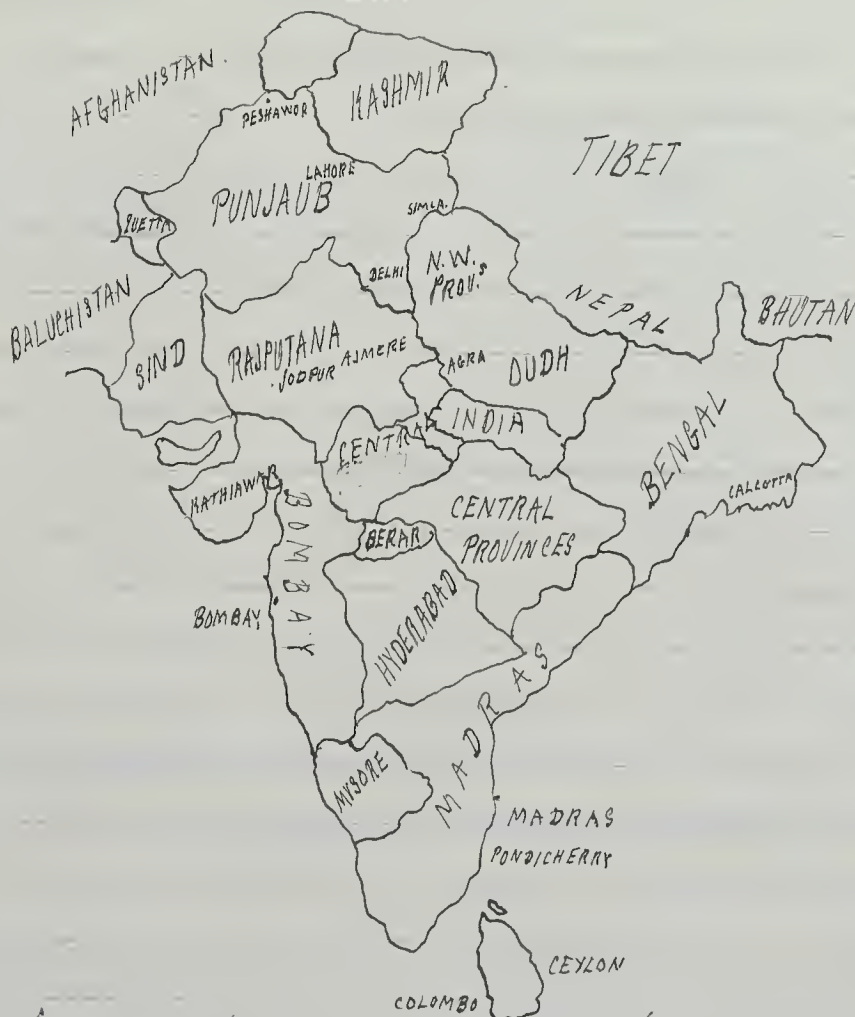
Feb 5th.Maiden's Hotel.Delhi.

Meant to have gone to church, but were too late. In the afternoon drove through the city & out through the Delhi gate to the Archa Pillar & Indraprast—in which there is a very pretty mosque, one of the best I have seen—and the tombs of Hujam-ad-din Gulija & Humayun's tomb—the latter the model on which the Taj Mahal was built. Both very interesting & very well worth seeing.

This has been the severest winter for many years in India.

Snow fell this month in Lahore, & at Lucknow there was 41 degrees of frost & a sentry was frozen to death, ditto to natives at Simnagar.

It is very bad luck for us, as we hoped to get up to Simnagar early before the rush, but from all accounts it will be a very late season — just what we did not want.



Population of Lahore = 175,700 — 1901 = 202,964.

1905.

Feb 6thMaiden's Hotel.Delhi.

Still waiting here, as owing to the severe weather, it appears useless going further North. Started at 11 & drove to the Kuth Imam - about 11 miles - a really magnificent tomb - 240 ft high & beautifully proportioned - made of red sand stone. Also saw a lovely temple, the Lion Pillar, some tombs & a beautiful gateway. On the way back saw some very pretty tombs of Jehanara & Razam-ud-Din-Akbar. Also some boys diving into a tank from a tower 50 ft high - a high trial weather like this. Rather warmer this morning, but turned cold in the afternoon.

Feb 7thMaiden's Hotel.Delhi.

Much warmer. Walked into town & bought some bronze idols from Moore & Schweitzer. After lunch went to the Radcliff Gardens & to the Club. Very cold at night.

Feb 8thMaiden's Hotel.Delhi.

Left Delhi at 5.50 p.m., after seeing the country behind the Ridge, etc.

Feb 9thRedon's Hotel.Lahore.

Arrived at Lahore at 6.40 a.m. & went to Redon's Hotel, which seems very comfortable. Walked through the native town & bought some socks, etc. After lunch went to see the Juma Masjid & Nizam Singh's tomb. Went through a native fair & the May ads - some very pretty wood carving on some of the houses & a very busy time. Very cold at night.

Feb 10thRedon's Hotel.Lahore.

Drove to the tomb of Jehangir - white marble with some most beautiful mosaic work - all sorts of flowers inlaid with different coloured stones, much displaced by the Sikhs. Also saw the fort, in which there is a fine collection of armour. Jehangir lived about 1600 & was famous for making gardens.

The snipe were very numerous — jacks & the ordinary snipe being about equally divided — but very wild, especially after the sun began to lose its power. We could have shot a good many more jacks, who were much tamer than the others.

The second day had to use some cartridges made at Gurdaspur, which were not very good. The walking was very bad in places — up to our knees in sticky mud — & sometimes the long grass made it impossible to see anything. The local shikharis were good marksmen but always had an eye first for one's empty cartridge cases. A dog would have been very useful.

The hotel was near a village called Jibri & a very big one — we only covered a very small part of it — at Bopkher we did the whole place in a little under 3 hours.

Only saw one lot of duck — they say the cold weather has driven them south — & they were "Brachmins" or some such name & not fit to eat.

I gave one of the shikharis some tobacco — he put it in an empty cartridge case, bored a hole in the middle & sucked at it.

As we left, the two shikharis calmly set fire to the reeds.

On going to the village, where we left our dargha, the lambadar met us with a paper in his hand, which he went through the form of offering me.

Population of Amritsar = 136,500 — is the religious capital of the Sikhs — 1901 = 162,400. Is a great centre of carpet making & does a great trade with Central Asia — expected to see Tibetans & such like people, but didn't.

1905.

Feb 11thLark Bungalow.Gurdaspur.

Left Lahore at 9.30 & reached Gurdaspur at 3.30 — 75 miles in 5 hours!!!
 A fine view of the Himalayas covered with snow. General Burnett & his wife here.

Feb 12thLark Bungalow.Gurdaspur.

Started about 11 with General Burnett & drove about 4 miles to a pool. Did not see many snipe before lunch, but what there were, laid well. Afterwards saw a good show, but they were very wild. Bag = 19 couple. Paddlers wading, generally half way up one's shins in water, & very sticky in places. A lovely day — the Himalayas, half covered with snow, looking beautiful about 50 miles away due E.

Feb 13thLark Bungalow.Gurdaspur.

Started at 9.30 & drove about 8 miles to a pool near Pothohar. A very small one & we had practically shot it by lunch, when the bag = 20½ couple. Total bag = 23½. They lay fairly well, but a good deal of the shooting had to be done in very long grass & it was almost impossible to find them when hot. Back by 5. Some of the walking was very bad — up to one's knees every step in watery mud & slush.

Feb 14thRedon's Hotel.Lahore.

Left Gurdaspur at 8.34 & reached Amritsar where it was raining, at 11. Went to the Golden Temple, the Shole of which is encased in gilded copper. Some fine silver doors inlaid with ivory & a very big tank said to be soft-deep — the inside of the temple brilliant but tawdry — a priest always there reading the Koran. Went round with a policeman, & in the first town in a temple had to take our shoes off & leave them behind, also cigarettes!!! Temple is used in inducting people into the Sikh confederacy. Also saw two very high but very ugly Minars. Drove through the Bazaars which were the narrowest — not room for a cart to pass — a most densely inhabited of any we have yet seen. Look very filthy & squalid in the rain. Left at 3.50 & got to Lahore at 5.50. Found my .25b rifle broken down through the stock! Must have been dropped by a coolie in carrying the box somewhere. Wrote to R.C. Swan for one of his. He replied he will send two & ammunition — by cable.

Population of Rawal Pindi = 35,000.

Rawal Pindi is simply a big cantonment — nothing but barracks & officers' quarters, but the roads are very prettily laid out & some of them have tree gallops by the side.

There is a fine old fort at Attock & a very big iron railway girder bridge there over the Indus. The railway runs on the top & there is a passage for road traffic below — each end is protected by a fortified gateway.

Population of Peshawar = 85,000 — practically all Mohammedans.

Peshawar is 190 miles from Kabul & has a great transit trade from there, Bokhara & Central Asia. Kabul is pronounced Kábo-kul.

No Europeans, except those in the Amier's service, are allowed to go there under any pretence.

The Amier will not allow any railways or telegraphs to be made in his country, as he says whenever the English make them in a country, they invariably annex it!!!

A "Girdiron" in Peshawar country.



Ditch, bank, stream, bank, ditch.

1915.

Feb 15thKedou's Hotel.Lahore.

Busy shopping all day & trying to get letters - unsuccessfully - from the Post Office. Last week's mail has apparently gone wrong. Left for Rawal Pindi at 10, 8 p.m.

Feb 16thFlashman's Hotel.Rawal Pindi.

Arrived at Rawal at 9, 30 a.m. Went to Flashman's Hotel, which seems very comfortable & food & rooms very good. Went to Liffin with Capt. & Mrs. Perryon & afterwards went to the club - a very good one & well furnished. Got home here.

Feb 17thFlashman's Hotel.Rawal Pindi.

Fold & dull & a heavy fall of snow reported on the hills. Lunched with Mrs. Wildman & afterwards went into the bazaar & had tea at the Evening Sisters' Institute. From all accounts it seems impossible to get to Lamiager at present - unless we walk 75 miles over snow & our baggage is carried by coolies, which does not sound encouraging.

Feb 18thAlexandra Hotel.Peshawar.

Left Rawal Pindi at 10, 8 & got to Peshawar at 7. Passed through a barren plain mostly with highish hills on each side. The Officers were in the train on their way to stay with the Pers. Mrs. French & Mrs. Kerr are sisters of Frank's. Mr. Inghelmann in the line of Kabul's service, was at dinner.

Feb 19thAlexandra Hotel.Peshawar.

Went for a walk & had tiffin with Colonel & Mrs. Kerr - the Officers are staying there. Afterwards went for a drive round the fortifications & the old Fort & had a fine view of the big hills all round Peshawar, which is situated on a plain. There is a pack of hounds here & they seem to have very good sport after jackals, which are turned down every afternoon, but it seems a very trappy country to ride over, & there seems to be a great deal of quif - there being ditches about every 50 yds in the cultivated fields & "frightening" ditch, bank, stream, bank, ditch.

Three cases have lately occurred on the frontier of English officers being "ghayied" by their own men. The old punishment of being hanged in a sheepskin & afterwards coated round the waist in a dung coat has lost its effect, & it is said that the only real deterrent would be to burn the culprits alive!

The Khyber Pass is 21 miles long & is protected by the Khyber Rifles—1200 strong— & under the civil authority. They are paid Rs. 9 a month & feed themselves & are raised chiefly from Afghans. It is very surprising that great numbers of them do not desert, as they can sell their rifles for £70. or £80. each over the border, but by a system of each recruit being obliged to find a good many sureties amongst the men of the regiment—who have to pay double the value of the rifle if it is lost—such a thing rarely happens, as the sureties look well after their men.

Saw some Bactrian camels in the Khyber Pass—much longer haired than the common sort.

The toll for a loaded camel through the Pass is Rs. 2. On any day except Tuesdays & Fridays people would be certain to be shot at in the Pass. Caravans get through in one day. All the disasters known as "Khyber Pass disasters" really occurred in the Salut Pass in Afghanistan a long distance W. of the Khyber Pass.

Sometimes caravans include as many as 1000 camels.

Several raids occurred in March & April & a small expedition went out—under Rose-Hippel & captured a minor frontier chief.

The hill men offer to pay Rs. 3000 for Rose-Hippel's head—they hate & dread him so much. People were very frightened when the troops went away in manoeuvres but Peshawar should be raided—things seem rather disturbed there.

1905.

Feb 20thAlexandra Hotel.Peshawar.

Warmer — the cold weather has lasted from Jan 20th & it has been the severest winter in India for 50 years. Drove into the city — after going to the Porbansu Vale Mounds with Major Forte, the M.F.H., & looking at the mounds — with Mrs Meir & Mrs Wycher & went to Knoll's & after Ali's shop. After teppin with the Meirs, the former came to their bungalow & I bought a carpet from him as a wedding present for Alex. Melville. The city is well worth seeing & full of all kinds of native races. Got a good view from the top of one of the city gates & saw the Strath, Afidi, Mohmand & Swat countries. Went to the club — a very good one & about the biggest I have seen bar Bombay.

Feb 21stAlexandra Hotel.Peshawar.

Started at 9 with the Wychers & drove to Jamrud Fort — 10 miles — in a carriage & then changed into tum-tums & drove up the Whylor Pass to Ali Musjid. The Pass is a narrow winding dip between cliffs of shale & limestone 500 to 1000 ft high, stretching up to lofty hills beyond — very narrow at the entrance & at Ali Musjid. There are blockhouses built all the way along in sight of each other & on Tuesdays & Fridays pickets of the Whylor rifles in between. We passed 2 caravans numbering 400 camels in all. Had tea on the way back with Pickford of the Whylor Rifles in Jamrud Fort. Met Huddell & Farquhar of the 9th Lancers at the Meirs, who told me Stroudwick's son was in charge of a grass farm. Dined with the Meirs — General Sakhead, Col. Biddulph, Col. Ross ^{Pippell} & Major Kennedy there. Ross-Pippell is said to know more about the frontier tribes than anyone else.

Feb 22ndAlexandra Hotel.Peshawar.

Mrs Venous arrived. Bargained with Jaffer Ali & eventually got 2 small Pindjak rugs — which I sent to Mrs Snaps — & a blanket for Hakim for Rs. 2.70. Drove through the city before teppin — very filthy after last night's rain. Spent afternoon in the club.

Feb 23rdHackman's Hotel.Rawal Pindi.

Left Peshawar at 12, 30 & reached Pindi at 7. Hotel full, so had to go into tents — comfortable but very chilly but will harden one for Hakim a little.

Usual route from Rawal Pindi to Srinagar is via Muzer — 194 miles — but as it was blocked by snow, we went from Hassan Abdal station via Abbottabad — 197 miles. The latter has only lately been made a *patka* road & in places was very deep & full of ruts, especially near Manserah.

In good weather either route can easily be done in 2 days — the post takes 2 days at the most.

Tonga is a low cart, seating four, drawn by 2 horses & changed generally about every hour — 2 *dhows*. Ekeka is a one hooved chaise on two wheels & the horse goes on all day — roughly speaking a Tonga with 4 people & luggage in it — can go twice as fast as an ekeka with driver & luggage — 4 *maunds*. After passing Haripur, the land on the hill sides is all cultivated in terraces. The plain between Hassan Abdal & Abbottabad is the most fertile in the Punjab — a great deal of mustard is grown — they say for mustard oil.

Big Garkha cantonments at Abbottabad. They are chiefly recruited from Nepal & are much more like Japanese to look at than Indians. Nepal & Butan are completely independent states.

Some very large & straight fir trees on the high hills between Manserah & Garikhabeebakh. But no sign of any game of any kind furled or feathered. Fir trees only grow over a height of 6000 ft, so all the low hills are treeless.

Near Dornel the road rises to 1500 ft above the river.

Entered Kashmir soon after leaving Garikhabeebakh.

The Jhelum is a very rapid stream with very few pools till it gets past Baramulla, where it becomes quite sluggish as far as Srinagar.

1905.

Feb 24thFlashman's Hotel.Rawal Pindi.

Went to see Mr. Shanjikey & after much discussion, determined to start on Saturday night via Abbottabad to Srinagar. Busy all day packing & making preparations.

Feb 25thFlashman's Hotel.Rawal Pindi - Hassan Abdal.

Busy buying things & arranging for the journey to Srinagar. Three Americans are starting today for Srinagar via Murree. Left Pindi at 9 & got to Hassan Abdal at 11, 30. Slept in the waiting room. S.T. bottles so dopped on the floor.

Feb 26thDak Bungalows.Abbottabad (46 miles)

Started at 8 in a tonga - luggage in 4 eekas ought to have got off at 7, but of course were late, so we went on. Got to Haripur at 10, 30. Had tiffin in the dak bungalow there & left at 12, ~~30~~. Up to here the land was cultivated, but soon after reached the hills & went up a steepish road till we got to Abbottabad at 3. Snow lying on the road side just before we got there. Put up in the dak bungalow. Reports say that the road is clear in front of us. Eekas not in till 10 p.m.

Feb 27thDak Bungalows.Garihakabulak. (34 miles)

Night & roads very heavy. Started eekas off at 8, 30. Left at 9, 30 & went through an uninteresting country to Mousarak, where we got to at 11, 30. Had tiffin & left at 1, & drove through a very pretty & hilly country - covered with very fine fir trees - to Garihakabulak, which we reached at 4. Eekas in at 7. A big cultivated plain all round Mousarak. Settlement officer by name Watson, at dak bungalow there. Very heavy rain at night.

Feb 28thDak Bungalows.Ghari. (23 miles)

Eekas off at 8. Started at 10, 15 & drove across the Hunhar river & up a steep pass above the river - much hindered by small hard slips - over the watershed & across the Nishanganga river to Sonul, which we reached at 12. Had tiffin & started again at 2 & drove along the Nishang valley, with high mountains on the E. side, to Garki. Then at 4, 15 & eekas at 5. Paid 10 k/ custom on cartridges at Sonul.

A wedding going on today in the village over the river — a "band" paraded for several hours last night & a display of fireworks followed, which was rather spoiled by the rain. Today the band is parading again — a hideous noise, but apparently appreciated by the crowd who follow it. Bride & bridegroom not on view.

Jongas seem to change horses about every 5 or 6 miles.

All the Marhemaris wear grass shoes & putties always on the hills — sometimes chappies on the roads. Grass shoes are generally worn on their bare feet — not with socks as we do & putties. One sees enormous quantities of old grass shoes on the roads, which have been thrown away when worn out.

March 2nd — ascended 1800 ft today according to barometer, which stands at 25, 80.

Phoketi is about 3000 ft above the sea & Ebi 4000 ft.

March 3rd — ascended 600 ft today — barometer = 25, 20.

Snow very deep in places on the road. Not a narrow path made nearly all the way by foot passengers. Several landslips would have blocked the road, were it there had been no snow.

The road to Samagar after Dornel goes along the valley of the Jihum. In most places it is cut out of the side of the cliff & is therefore especially liable to landslips. In some places it runs a great height above the river & is a giving way — occasionally there is only just room for a tripa to pass & with a skidding horse it is rather jumpy work. They drive very fast — on the level or downhill the horses are generally cantering. This road was begun in 1880 & finished in 1890.

1905.

March 1stLak Bungalow.Garkhi.

Heard last night that a big landslide had happened about 5 miles from here & the road consequently was impassable, so it seemed hopeless to go on. The German, who started about the same time as we did from Kassar Abdal, left at 8. Walked about 6 miles up the valley — some fine snow covered mountains due. — the road turning from N to S soon after leaving Parihakebulah — but only saw signs of small landslips. Walked down the valley after tea. The Maharajah of Kaskmir's brother arrived about 6 — great endeavours are said to have been made to open the road for him, so we hope to get on tomorrow. Don't think our servants are very keen to go on for some reason.

March 2ndLak Bungalow.Uri. (36 miles.)

Utkar off at 7. Started at 8.45 & drove through a narrow gorge — above the Jhelum to Phokoti, got there at 12, hadiffin & left at 1. Went through some fine scenery with snow hills on each side & reached Uri at 2.30. Utkar in at the same time.

There had been a great many landslips on the road, but no very extensive ones, & luckily they had all been cleared away to allow the Maharajah of Kaskmir's brother to get up. The German, Kaulke, managed to get through somehow yesterday.

Snow lying all round Uri & they say the road to Rampore is blocked for trucks & trucks. The Maharajah passed us at Phokoti & went on from Uri on his own ponies to Rampore.

Captain Hamilton (Thurley) arrived tonight. Went discussion with Jemadar of village about cookies & ponies for tomorrow, which he says he can't get any how.

March 3rdLak Bungalow.Rampore. (13 miles.)

Up in the dark & after enormous trouble succeeded in collecting 8 ponies, then had a very trying time loading them — Hamilton took one of my boxes & left the saddle box to come on later. Eventually got the ponies off at 9 with Abdal in charge. Drove in the triga as far as we could & then walked in melting snow for about 7 miles & got to Rampore at 12.30 with very sore heels. Hamilton went on afteriffin. Half of the ponies turned up at 2.30 & went on with Tom to the 2nd choki. The remainder — who were continually lying down en route — arrived about 3.15 — had to change their loads & sent them off about 4, but doubt if they will get 9 miles — to 2nd choki — tonight. Snow said to end there. Snowing tonight.

Population of state of Kashmir = 2,955,578 — area = 80,900 sq. miles.

The road from Baramulla to Srinagar is fringed almost the whole way by poplar trees.

Srinagar is 5235 ft above the sea.

Population of Srinagar = 120,000 — 1901 = 122,618.

Silk is one of the industries of Srinagar & the factory turns out 90,000 lbs a year. 4,000 people are employed & besides there, 12,000 men scattered over the valley, took silk worms eggs from the factory, reared & brought in their cocoons.

About 2000 years ago the plain of Srinagar was a vast lake of very great depth, bounded by the mountains, on the slopes of which the villages were situated. The breaking down of the rocky barriers at Baramulla, set free the waters of the lake & converted it into a plain.

Srinagar Tradesmen.

Narayan a.	shepherds — speak English well & <u>seems</u> has of a soldier.
Guffar, Joo & Sons.	clothes, socks for grass shoes — speak English suits well.
Amira & Bros.	gun makers — very good workman & reliable.
Kusnerwanji & Co.	provisions — expensive but only sells the best things.
Habib, Joo & Sons.	carved wood work, etc.

Hotel kept by Kudu & sons — open all the year — no dark bungalow at Srinagar. Mr. Kudu at Leh sells good provisions of all sorts & will cash a cheque.

Major Wigram — Secretary — Kashmir State Game Preservation Department — Srinagar.

A gunmaker called Amira put a very good stock on my .256.

1905.

March 4thRedou's Hotel.Trinagar. (47 miles.)

Up in the dark & eventually started with the two remaining ponies at 7.30. Walked through frozen snow & ice for 9 miles to the 2nd checki, where we expected to find a tonga, but it wasn't there, so had to trudge on through slush & mud for another 5 miles to Paramulla, where we found all our baggage!!! Apparently no ponies or ekkas were to be got, so we decided to leave it. Had tiffin at 2 & left at 3, & got to Trinagar at 8 in a tonga. Started with very sore heels, but got on all right at the finish. Passed some magnificent snow mountains on the E. of the road & saw hundreds of duck. Very little snow at Trinagar. Two railway men — Campbell & Foster at Paramulla Mungabow. The German got in last night. Had a long talk with a soldier called Frigg re shooting.

March 5thRedou's Hotel.Trinagar.

Busy writing letters. After tiffin saw Wigram & walked up a hill. The hotel is surrounded by hordes of stickars, shoe sellers, etc, etc, who follow one for miles & won't leave one.

March 6thRedou's Hotel.Trinagar.

Busy all day buying puttoos, shapies, hats, etc, etc. (those puttoos from footloose & ordered stores. Major Wigram & Hamilton had tiffin with us. Arranged that Abdul, who I don't think would stand the cold up country, should go home till I want him again, on half pay. Engaged a cook recommended by dāwō But — a risky experiment. Tom could not get ekkas, ponies or rookies at Paramulla, so started off in boats on the night of the 4th & got here about 2 o'clock today — nearly 3 days journey, but the only thing to do.

March 7thRedou's HotelTrinagar.

Busy all the morning trying on clothes & buying provisions & getting money from the bank. I seem to have enough things to do for an army, & goodness knows where they will all go. Dined with Major Wigram — an excellent dinner — & after much discussion we settled (for now?) to go to the Hay Rag. Still one can't go against such advice, especially given as it was by a man who is in charge of all the game preservation, etc, in Kashmir & must know the best places to go to.

Through Wigram, engaged Lacroo Gul - a well known shikari - he is an oldish man, but is said to know more about the localities, etc, where different animals are, than any other man in Kashmir. One great advantage is that he can talk a fair lot of English, but he has the reputation of being a sikh who knows nothing about India & the prices which ought to be paid for things, so I ought to suit him A.I.

Game allowed to be shot in Kashmir -

Markhor	2.	limit . . .	40 inches - my best = 44 ins.
Sheep	4.	" . . .	35 " " " = 42 1/2 "
Urs armanou	1.	" . . .	35 " " " = 43 1/2 "
Sharpie	4.	" . . .	22 " " " = 32 "
Burkel	6.	" . . .	21 " " " = 25 "
Tibetan antelope	6.		
Tibetan gazelle	1.		
Porcupine	2.		
Serow	1.		
Brown bear	2.		
Tiger	6.		
Goral	6.		

Pigs, black bear & leopards no limit as to number or size.

Rs. 50 charged for license which is in force from March 5th to Nov. 5th.

Winter license - Rs 50 - from Nov 15th to March 14th, allows -

Markhor	2.
Sheep	2.
Sharpie	2.
Burkel	3.
Tibetan antelope	3.
Tibetan gazelle	1.
Porcupine	1.
Serow	1.
Tiger	3.
Brown bear	2.
Goral	3.

1905.

March 8thBedou's Hotel.Trinagar.

My shikari - Samsoo But - arrived. He is an olderish man, talks a fair amount of English. It appears he wants to provide his own "bandobast" entirely, so went to see Jethi Mura, who advises me to give up Bhyi Khan & take D. B's bearer on trial or there is sure to be trouble. Called on the Resident, who has asked us to a duck shoot on the Hokersa Jhel tomorrow. Heavy rain nearly all day & not fit to go out, so packed & unpacked things.

March 9thBedou's Hotel.Trinagar.

Started in a tonga at 10 & drove 7 miles to the Hokersa Jhel - then met Jethi Mura, Major Edwards, Jethi Mura, Jethi Mura's brother some of his generals, Wyndham & Mitchell. Started off each in a long narrow flat bottomed boat & took up our positions - accompanied by another boat to act as "retriever" in case we could find amongst the reeds. The Jhel is a big one & there were any amount of ducks & a good many geese on it. However they were very wild & flew very high & I was much handicapped by having to sit in the bottom of the boat & could not swing to the right at all. My bag = 9 duck & 1 goose. Total bag = 114 duck & ^{grey lag} 3 geese & 1 rook. The "retrieving" men were quite wonderful & hardly ever let a wounded duck escape, ^{although} no matter how much it dived. Dined at the Residency - Mr & Mrs Blois, Major & Mrs.

March 10thBedou's Hotel.Trinagar.

Very busy packing things up all day. Hamilton & Wyndham called & arranged for the permit for my rifle. Had a good deal of trouble with Samsoo But about payment of wages, etc - he wanting to pay more than the usual rate. A threat of "Nigrah" however, made him more reasonable, but he seems to want to lose the show altogether, which he won't.

March 11thSon dungah. (morning.)On river.

Started at 1 o'clock in a dunga - a long narrow boat - covered in with matting & pulled by 2 or more men - up the river, with a rowing boat behind. S.V. in ditto. Stopped & had tea in Jethi Mura's house boat & tied up about 7. Only did about 8 miles, but up stream,

A dungah is a long narrow boat, covered with coarse matting & divided into 6 compartments by wooden divisions. in the bow is a place to sit, then a sitting room, bedroom, dressing room, & bath room, & in the stern, a place for the crew. It is very cool & draughty as the sheets of matting are very tightly joined together & it is very porous.

Lidika shewed me his "chits" with great pride, one said he "was well versed in every art of doing the sahili". Of course he cannot read English writing.

Islamabad is 50 miles by river & 32 miles by road from Srinagar.
It contains 9000 inhabitants & is the 2nd largest town in Kashmir.

The Kashmiris carry little baggies full of rinders to keep their hands warm & when very cold, fold their blanket about them like a tent, squat down & put the baggies underneath their clothes.

Kashmir & Jammu states cover an area of 70,000 square miles. (Whitaker — 80,000)
To the N. it extends to the limits of Baluchistan.
To the E. is Chinese territory.
To the N.W. comes Gilgit.
To the S. Goorah, Diakhel & Gardaspur.

In 1846 it was sold by the British Government to Gulab Singh for a million pounds but £750,000 was actually paid & now they want it back.

A coolie's legal load is 25 ^{seers} ~~mounds~~, which is about 50 lbs, & the pay is 4 annas a march — but 70 lbs is often carried.

A pony's load is 60 seers & the pay is 8 annas a march.

Riding ponies pay is 2 rupees a march.

1905.

60 miles.

March 12thIn dungah. [marching.]On river.

My "bedroom" very draughty last night, the wind coming in strong, through the openings in the matting. Off at 6 - a lovely morning - I had breakfast off Pamphor. Towing was resorted to much all the time, except when we had to cross the river. Passed a good many native dungahs. Occasionally had difficulties in getting dungah round points - the water being very shallow in places.

March 13thIn dungah. [marching.]On river. [Islamabad]

Off at 6. Had a bath, but Helum water is almost as muddy as Nile water. I tried on puttees made at Tinnagar - loose but comfortable. Very late for breakfast & S. J.'s boat got a long start. River got much slower & we got on faster & reached Islamabad at 5. Two people - one the fermann - have already taken up Galas in this district. Lasso But is evidently sore at my reporting his attempts at seduction to Wigram, & refuses to settle anything about the pay of the permanent coolies or his own now - very amusing.

March 14thIn camp. [marching.]Upstream. [Leah.]

Off at 9 with baggage carried by coolies & ponies. Marched about 6 miles with S. J. who turned to the left to a mala over the stream. I went on to a village called Bhur, just outside which we pitched camp - my tent & two others. Lasso But busy sending people for khabar of good barasinghas - our camp is on the edge of the plain just below the hills, which here are fairly thickly covered with fir trees - we are 500 ft above the sea - & snow. Hadiffin at 2 & then walked up a small hill with Lasso But & spied the hill on the W. side of the plain, but saw nothing except some tracks. Muxadob But saw 5 birds higher up the valley, but no stag.

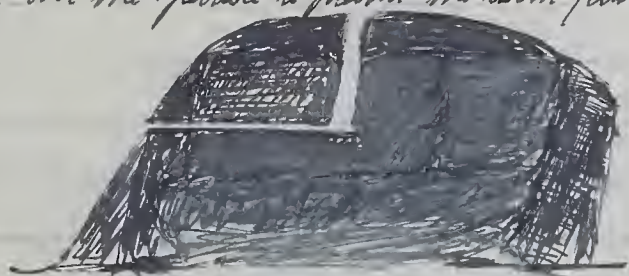
March 15thIn camp.Upstream. [Leah.]

A wet morning & too misty all day to go out. I tried on grass shoes - found the soles with undivided toes no use. Walked up hill & spied with no result.

A grass shoe is made out of a rope of plaited straw, the sole is plaited or twisted close, & the end comes between ones' big & next toe & then passes 6 times over ones toes & 4 times over ones instep & once round the heel, where it joins a piece which goes round it. The inner & outer sock — the latter laced up like a boot — have the big toe divided from the others — at first the string passing through them is very uncomfortable, but they give a wonderful grip on rocks & snow.

A chapply is a better sock with a sandal strapped on to it with nails in the sole — the sock laces up. The soles are nearly all made too thin & the nails very soon begin to hurt.

The Mackmurens do not use pipes, & when out in the open, select a little mound of earth, make a ^{vertical} hole in it & with a piece of stick a horizontal one connecting with the first, the latter represents the pipe & the other the pipe stem, they fill the one with tobacco & suck away with great gusto — they generally use my tobacco — at the other, generally putting their blanket over the aperture to prevent the earth getting into their mouths.



Sumdoo is appointed to act as chota-shikari.

Passed a fir tree which had been worked & from which the natives get the sap for medicinal purposes — I understood it was good for blistered feet.

1905.

72 miles.

March 16thIn camp.Leek.

Up at 6, 30 & after chota keyri & the somewhat lengthy operation of putting on my grass shoes, started S.E. to the spying hill, but could see nothing. Then had a stiffish climb up the hill amongst the trees & through snow up to one's knees, but by making the 3 coolies go first — my chota shikari has not arrived yet — & got steps made for me, which made it much easier & I eventually arrived at the top. Spied all the males on the face of the hill, but could see nothing, & after waiting for several hours on the top on the chance of anything peering out of the trees into the open, gave it up. Home at 6, 30. Saw several tracks not very old also the remains of the "German sahibs" lunch. Also a small canal which has been made all along the face of the hill to take water to some workers. Had a lovely view of snow mountains all round, especially to the E. Very awkward coming down hill in the snow amongst the trees & I took a lot of "tumbles" the ground is very stony.

March 17thIn camp. (marching.)Bradangri.

Settled to make as there are no bharasingha to be seen about Leek. Off with coolies carrying baggage at 8, 30. Soon after starting a lad came to say that another sahib was on his way to the same mala as us. Started off as hard as I could with the 3 permanent-coolies up an awful path — a sort of ditch half filled with snow & blocked by overhanging branches — up like Hostmoor pass. Got to the top nearly dead & then raced down the other side & along the bottom of the hills along the Shantankar valley & across the ~~valley~~ ^{plain} due south to Bradangri, which we reached at 11, 45. Got in store cold but just beat the other sahib. Went for a walk & had a bath & shave, etc. Got mail from England & answered some letters.

March 18thIn camp.Bradangri.

Heavy rain all night. Up at 6, 30 & off about 7 up the hill due S. Very bad walking in deep snow frozen on the top, but which generally gave way & let me up to one's middle. After top turned S. & walked home, which we reached at 7, across some very steep males. A very hard day & on the way all the time — was about settled when we got to camp. Only saw a few kinds, but several fresh tracks of big bharasingha & also of a leopard.

A yellow flower with 6 long narrow leaves is springing up all over the place — I should say it corresponds to our crocus. Also saw a white flower with purple petals.

Not finding a suitable mound to make a pipe from today, I saw Bat made quite a good one out of a dead leaf.

1905.

72 miles.

March 19thIn camp.Bradangni.

Tried after yesterday, so did not get off till 10. Spent all the forenoon on the S. side & sent out the coolies to spy. After tiffin walked carefully through the wooded malar above camp on S. side, but saw nothing. Jumboo—my acting chota-shikari—came back at 5.30, killing a deer a good 10 pointer & also a sahib—presumably after the barasingha—on my territory. Did not quite gather what transpired or who the sahib was or where he came from, but think he was "warned off." A very hot day, but a snow storm as we were coming home. The 10 pointer seems to have come on close to this camp—hope he will stay, but fear he is on the move out of the malar.

March 20thIn camp.Bradangni.

Up at 6.30, but waited till coolies, who had been sent out to find the tracks of the 10 pointer seen yesterday, came back. Went up the hill above the Khinabo temple & eventually got on the tracks of the big stag & followed them down the hill & across several very steep malar to the N. side of the camp till 4.30, when it came on to snow & we went home. Had no difficulty in tracking the beast in the snow, but as a rule it had melted on the W. & S. sides & it was almost impossible then to follow him—a "bold forward cast" to the next snow was the best chance, but, as in fox hunting, it did not always come off. Lasso But & coolies—had 4 out—very good at tracking & cast at a check like a pack of hounds. The "Woriginal" especially useful on dry ground.

March 21stIn camp.Bradangni.

Heavy snow all night—which lasted till 11, so stayed in bed till 9.30. Off up the N. side of the malar, but could find no tracks of the stag we were after yesterday. At frequent intervals it snowed & the mist came down, so we could do very little good & came back to camp at 4.30, rather disgusted with our want of luck. Lasso But seems very dejected & no longer says "I know—my name Lasso But."

Game in Kashmir & Ladak.

Goats.

Sheep. (*capra sibirica*) — local name Kheyl — in Ladak sky n.

Record horns = 52 — 51 — 51 — 50 in. length.
" " 12½ — 13 — 11½ — 11 in. girth. } in Kashmir.

One = 56 from Pamirs (Tugdumbek) picked up in snow, killed by wolves.

Specimens = 52 × 11½ — 46 × 12½ — 45 × 13 in.

All killed ⁱⁿ 1887 or earlier — 52 × 11½ in. in Gilgit.

35 in. fair — 35 to 40 in. good — 40 to 45 in. very good — above very rare.

Mating season is in autumn. Height = 38 in. at shoulder.

Coloring liable to great variations from very dark brown to grey.

Markhor. (*capra falconeri*) in Ladak racks.

4 varieties —

1. Pirpanjal in Kashmir. (includes 1½ rag.)
2. Dosto " "
3. Tuleiman.
4. Labul.

1. Record horns = 59 — 56 — 53½ — 53 — 51 — 50 in. length — generally 2½ spirals.

2. " " = 52 × 12½ — 53 × 11 — 54 × 11 in. — single horns of 63 — 61 in.

3. " " = 36 in. (shaped like a screw with 2½ turns.)

4. " " = 60 in. (long horns with often more than two spirals.)

Markhor are found in countries adjacent to low lying hills not exceeding 7,000 ft., which ^{if which} are tempted by green grass in spring. live on high hill sides.

Variety I. stands about 42 inches at the shoulder.

Markhor are gregarious — grey in winter, reddish in summer — females small with horns of about 10 or 11 in.

One buck killed in Durnoot weighed 240 lbs.

Height = 40 in. at shoulder.

1905.

94 miles.

March 22ndIn camp. [Marching.]Brisei, near Pason.

Up early & about 8 moved off with one small tent higher up the valley to a village which sounds like Brisei. Got there about 11 & pitched the tent on the top of a house! Went up the west side of the valley & spied the mola, but saw nothing. Came down about 5 & went to a machan, which had been put up over a pony killed by a leopard last night. Sat for two hours with Lasso But in a most constrained & uncomfortable position, but nothing happened, so returned home at 8. Heard that S.J. had got two barasingha - one a good one. Small tent very uncomfortable & draughty & several holes in it.

March 23rdIn camp. [Marching.]Brumma.

Up at 5, 45 - my sponge sore hard after I used it - & up the W. side of the valley. Nearly at the top saw a good 10 pointer. He came out below me, but just as he showed himself, something frightened him & he jumped back before I could fire. Went down to camp & moved at 9 about 5 miles up the valley to a place called Fawran. Could see nothing, so looked about, but at 5 o'clock Sumdoo came in to say there was a barasingha high up on the E. side of the valley. Started off & after a hard climb got to the place. Could see very little of the beast as he was under a tree, but as he had evidently spotted us, had a quick shot with the 200 yd sight up. Had 4 shots - the last with the 300 yd sight up - & hit him twice high up on the fore arm. He went away very sick, but I could not get along at all through the snow, so gave the rifle to Lasso But, who caught him up & settled him. A moderate 10 point head of about 34 inches & same span. Had an awful walk back down the hill in the dark & did most of it "sitting down." L.B. almost dead beat. Men home with the head at 9, 30. L.B. much too excited when near the stag - he fell upon & beat a woki who came up after my first shot! - prands waiting for the flesh.

March 24thIn camp. [Marching.]Bradangni.

Late breakfast. Struck camp at 10, 30 & reached Bradangni about 3, 30. Had a bath & "made work," as Lasso But calls tidying my tent, etc.

Game in Kashmir & Ladak.

Goats.

Tehr. (*Capra falconensis*) — local name Wab — in Pishawar Mout.

Record horns = $13\frac{1}{2}$ in Kashmir — $14\frac{1}{2}$ ins elsewhere.
38 ins at shoulder.

Colouring is dark brown, almost black in old bucks.

Bovidae.

Serow. (*Capreolus bedfordianus*) — local name ramu.

Record horns = 12 ins — average = 10 ins. Height = 38 ins at shoulder. (male.)
Solitary — seldom seen in pairs — in country between 7,000 ft & 9,000 ft.

Goral. (*Capra goral*) — local name py, pyur or tom.

Record horns = 8-8½ ins. length.
28 ins. at shoulder.

Seen in flocks — in country between 2,000 ft & 9,000 ft.

Antelope.

Thibetan antelope — local name heran — in Ladak cheru.

Record horns = $27\frac{1}{2}$ — $26\frac{1}{2}$ — 24 ins. length.

In spring & summer, the sexes keep apart.

Colouring is yellowish white. Height = 37 ins. at shoulder.

Thibetan gazelle. (*Gazelle ^{pictipandeta} ~~subpandeta~~*) — local name goa.

Record horns = 15-14-13½-13 ins length.

1905.

104 miles.

March 25thIn camp.Bradangni.

Thick mist till 11 o'clock, so not off till late. Went up to top of the hill on S. side, but saw nothing. L.B.'s nephew saw 3 beraringha on the E. side, so we climbed down & up that side, but something - from its tracks, a leopard - put them off & they went away due N. L.B. apparently anxious to get home to tea, so back to camp at 5.30, but don't suppose we had daylight enough to do any good.

March 26thIn camp.Bradangni.

Heavy rain all night & very misty in the morning. It got worse during the day & hailed, snowed & thundered continually, so stayed in camp & wrote letters. A thick kind of yellow fog came on about 6, followed by some tremendous squalls, which very nearly blew my tent down & we had to put ropes on the ^{ropes} to keep it up. Had a disturbed night.

March 27thIn camp.Bradangni.

A deluge of rain all night & very misty in the morning, so did not go out till 9. Flew a little, but soon came on thick again, so went back to camp at 3, as we could see nothing. Heavy rain came on again about 4 & lasted till I went to bed.

March 28thOn dungah. (Marching.)On river.

Heavy rain all night. Up early & struck camp at 8.30 & marched along the most awful muddy roads to Islamabad, which we reached about 2. Went with L.B. to the local magistrate's court to get ^{him} a gun licence - the J.P. a very nice man & speaks English well. Had my hair cut & was shaved by the local barber - Ahia - who did both very well. River very high & discoloured. Doctored a man with fever - gave him quinine. Off at 4.30. Tied up about 8 below Bylehara. No towing, but paddles used from stern. Boat goes well unless there is wind, which blows it all over the river.

Game in Nerhmik & dadak.

Bovidae.

Yak. (*bos grunniens*) — local name doug.

Record horns = 32-31-30 ins length. (40 ins. said to be the record.)
16½ to 16 hands

Sheep.

Ovis ammon. (*s. Hodgsoni*) — local name nyang.

Record horns = 50 x 19 — 48 x 20 — 41 x 18½ — 36 x 17 ins (better average of seven.)
45 ins. at shoulder. (average of seven.)
flowing light brown — throat & chest white in rams.

Ovis poli.

Record horns = 73½ x 15 — 73 x 15 — 73 x 14 — 67 x 14 ins.

Sharpu. (*ovis Vignei*)

Record horns = 36¼ x 11¾ ins — 34 x 11 — 33 x 11 — 32 x 10 ins.
Average = between 25 x 27 ins x 9 x 10 ins. Height = 34 ins. at shoulder.

Burhel. (*ovis nathura*) — local name na & sha.

Record horns = 31 x 12 — 29 x 12 ins.
Average = 24 x 11 ins.

In country 15,000 ft to 17,000 ft.

flowing slaty grey — black chest in males.

Height = 34 ins. at shoulder.

1905.

144 miles.

March 29th.In dungah. (Marching.)On river.

Heavy rain all night & a very wet morning. Off at 6, but it came on to blow hard about 8, so tied up. Started again about 2, but it came on to blow very hard with an absolute deluge of rain, so stopped for the night about 5. Very cold & about the most uncomfortable day I have had for a very long time — the dungah is very leaky & horribly draughty. River is quite yellow & as much mud in it as water.

March 30th.In dungah. (Marching.)Trinagar.

Rain & wind ceased in the night, so off at 4 a.m. River very high & strong current. Reached Trinagar about 9 & went down the canal leading to the Dal lake to the phenar Bagh, where we tied up. Got the tents out & tried to dry them, but more rain came on. Mail two days late owing to bad landslips on the Pindi road — a tonga driver killed.

March 31st.In dungah.Trinagar.

Went to get things from Sobellum's Agency & provisions from Russowany, also small change from the bank. Afterwards went down to Nabel's shop in a shikara — a long narrow boat paddled by 4 men & in which they get a great pace & put their backs into their work well. Charged 4 annas per man. Infested by merchants all day long — they are an intolerable nuisance, so shall move down the river tomorrow.

April 1st.In dungah. (Marching.)Below Trinagar.

Off about 10, 30 a.m. & poled down the canal into the river & drifted through the town. The river is bordered on each side by an extraordinary collection of tumble down, rather picturesque, old houses mostly in a state of extreme filth. There are 7 bridges over the river. Tied up about 12, as Sidika's child died yesterday. Town's rifles have been detained by the custom's at Bombay, as they turn out to be .303!!! I thought they were .256 & signed a declaration to that effect, & they demand an explanation.

Game in Kashmir & Ladak.

Cervidae.

Peromyspha. (*Peromyspha* *kashmiricus*.)

Record horns = $48\frac{1}{2}$ — $47\frac{1}{3}$ — $46\frac{1}{2}$ — $46\frac{1}{2}$ ins. length.
48 to 53 ins at shoulder.

Putting season in October, after which the biggest stags go to country between 8,000 ft. & 9,000 ft. high.

Colouring in summer very red — in winter more brown.

Carnivora.

Leopard (*f. pardus*.) — local name chitah.

Head & body average 4 ft. — tail a little under 2 ft. Record = 5 ft. 11 ins.

Snow Leopard. (*f. uncia*.) — local name sajed chitah.

Measurements = body = 4 ft. — 2 ft. 5 ins — 2 ft. 3 ins. length.

Ursidae.

Brown Bear. (*Ursus Arctus*.)

Measurements = 7 ft. — 6 ft. 10 ins — average = 6 ft. 4 ins. (males.)

Black Bear. (*Ursus torquatus*.) — local name kuzput.

Measurements = 6 ft. 4 ins — 5 ft. 11 ins — average = 5 ft. 4 ins. (males.)

(from Colonel Ward's *Tourist's & Sportsman's Guide*.)

"Record" = the biggest he has seen or has authentic information about.

Meteorological Inst. at Linnagar records duration of earthquake as $3\frac{5}{6}$ mins & direction W to E.

1905.

188 miles.

April 2ndIn camp. (marching.)Near Ayo.

A fine warm day. Off early, as we decided to go down the river towards Manabel & try to get another Wararingka. Arrived at Sumbal at 12 & sent off a man on a pony to see if there was anybody at a village called Ayo. Came back about 2, & said a sakh had just left, so started off on a pony & cantered across muddy field roads to Ayo, which I reached about 4, only to find another sakh had arrived there about 20 minutes before!!! Went a few miles back to towards Sumbal & encamped about 7. A lot of duck about. Had an awful saddle to ride in, a high pommel in front, which hurt my "tummy" & a projection behind which galled me in another place — was very sore afterwards. Pony not half a bad hack, but could'nt trot, only canter & walk. Saw horses feeding in the flooded fields just like swans, with their heads right under water pulling out the grass from the bottom apparently without any inconvenience.

April 3rdIn camp. (marching.)Lah Thakp.

Up early & got camp moved off soon after 7.30. Rode an awful bad shouldered pony for a few miles, but afterwards walked — a lovely day — due 3. past a very pretty lake at Manabel, then turned E. up the Sind valley to Lah Thakp.

Got there about 12 & cooked in at 2. Stew 8 birds & a small stag in the mals we left this morning, but it was too small to do any good in. Reports of a good Wararingka being seen close here by a man cutting wood. Pookes & annas. Narrowing stories by L.B. tonight re his adventures going over passes too early in the season — evidently meant as a warning to me not to go too soon.

April 4thIn camp.Lah Thakp.

Was awake about 6 by a severe shock of earthquake. It made the tent & bed shake & vibrate very much & for some time I could'nt make out what was happening. At first I thought it was a strong wind, but it was quite calm outside. Soon went to sleep again, but it seemed to last quite a long time. Up soon after 6 & went up the mals N. of the camp. Spied it all day, but saw nothing. A very dull & uninteresting, though lovely day, most of which I spent asleep. Back in camp by 6. Scouts saw 2 small stags. L.B. hurt his back yesterday, his pony slipping backwards into a stream & knocking the handle of his knife into his back ribs — he ought to walk.

List of stores required for 3 & 6 months expedition
to Baltistan & Ladakh, etc.

	3 months.	6 months.
Bacon. 11 lb tins.	9.	20.
Hotang powder. small tins.	12.	20.
Biscuits.	6.	9.
Candles (box).	9.	18 pkts.
Grease.	3.	6 lbs.
Tea (small tins).	3.	6.
Coffee.	2.	4.
Essences.	3.	4 bottles.
Wormroot.	1.	2 tins.
Peal / Borley.	2.	4 "
Cornflour.	2.	4 "
Flour Delhi (7 lb tins).	8.	16 "
Natural.	2.	4 "
Jags, Tapoca, etc.	2.	4 "
Sardines.	6.	12 "
Fruits in syrup.	3.	6 bottles.
French plums.	2.	3 "
Raisins (eating).	4.	6 lbs.
" (roasting).	4.	6 "
Garrants.	2.	4 "
Gelatine.	3.	6 pkts.
Jams.	12.	24 tins.
Marmalade.	6.	12 "
Waxy powder.	3.	6 "
Flour.	2.	4 "
Pickles.	2.	4 "
Butter, tinned.	12.	20 "
Milk.	9.	18 "
Tinned tongue.	4.	9 "
Potted meat.	12.	24 "
Sausages.	6.	9 "
Tough tablets.	24.	48.
Matches (best).	9.	18 pkts.
" (sulphur).	6.	12 "

	3 months.	6 months.
Mustard.	2.	4 bottles.
Pepper.	2.	4 "
Salt.	2.	4 "
Anchovy sauce.	2.	4 "
Worcester "	3.	6 "
Soap (bars of 6).	1.	3.
Soap bars.	2.	4.
Toothbrushes.	2.	2.
Strigener.	2.	2.
Dubbin.	2.	2.
Knife powder.	1.	2 tins.
Lagar (10 lb bags).	2.	4.
Tea (self).	9.	15 tins.
Vinegar.	2.	6 bottles.
Stewed vegetables.	9.	18 tins.
Insect powder.	4.	8 "
Chocolate.	6.	12 pkts.
Potatoes.	good supply.	
Onions.	" "	

Miscellaneous.

Goggles for self & servants, boot laces.
Nails for boots, buttons, needles & thread.
Tink jade hooks, 1 bottle of brandy, tobacco.
Water bottle, chagul, outer & inner socks
for grass shoes, rasehine, tungsoon oil,
tape measure, chappies, water proof shoes.
Hot water dishes essential, tiffin basket.
Fiftygit boots, whole leg radise, writing paper.
stamps, Ward's cap & postilion, fur gloves.
(Kussorwanji & Co.
Lamagar.)
Jaeger socks - big toe divided - for grass shoes
should be bought in India.

1905.

188 miles.

April 5.In camp.Lah Thakp.

Sent out scouts all over the malar near here & waited for news in camp. Game Preservation officer turned up for name of self & shikari & backsheesh. Sumdo came in about 4, 30 & reported having seen a good Narasingha in a malar on the N. side of camp, but he was on the mule & did not stop till he got onto the deep malar on the E. side. It was then too late to go after him & we can only hope he will stay till tomorrow. A lot of plants, which resemble rhubarb as much as anything, are springing up all over. Was rather cheap & lively this morning for some reason, & my breakfast consisted of "toasted cheese"!!! It quite dykated me & I was sorry for Gocha But, who brought it himself with great pride. Think I am drinking goats milk from the taste of it, which is heartily & nearly makes me sick.

April 6.In camp.Lah Thakp.

Heavy rain in the night & very thick mist, sometimes down as low as the camp, all the morning, so could not go out as it continued all day. Had a short walk, but two days idleness in camp is more than I can stand. Heard from forenoon that the earthquake on Tuesday had done great damage at Chailat, dekhore & Amaitoor, but very little at Trinagar & neighbourhood.

April 7.In camp.Lah Thakp.

Rain most of the night & very misty in the morning. However it cleared up a little about 9, so started up the steep narrow malar to the N. Got nearly to the top, when down came the mist worse than ever & after sitting under a rock for nearly 3 hours in a pool of water & getting most bitterly cold, went back to camp. As soon as we got back the mist more or less cleared away, but heavy rain came on, making the country into a swamp & quite impossible to keep anything—especially one's tent—clean. Saw the remains of a monkey killed by a leopard—also a blue winged pheasant. This weather is making Narasingha hunting about the most deadly dull sport I have yet encountered any where—am getting fat & out of condition.

The earthquake seems to have done a lot of damage in India, especially at Lahore & Dharmasala, where 7 English men & 2 ladies & nearly 100 natives were killed.

Jehanpur - 1600.

curious method of fishing in the Waler Lake.

Two boats are towed abreast with a net in between them.

Two smaller boats are paddled ahead of them & suddenly make a sweep round & drive the fish between the other two boats & into the net, which is then lifted - each boat has its own net & they just touch when in the water.

About 800 houses in Poreamulla - entirely destroyed by earthquake in 1885.

The river is about 100 yds broad & 10 ft deep here - very smooth but by no means sluggish stream.

Shekum is navigable from Poreamulla to Islamabad.

1905.

210 miles since March 11.

April 8thSindugah. (marching.)Manasbal Lake.

Another wet & misty morning, so settled to leave Lak Thapp & go on to Paramulla. Had some practice with both rifles—256 most satisfactory & struck camp at 10, 20. No sooner had we got well off than it cleared up. Marched to Manasbal lake—L.B. owing to his back had to ride!!! & got to the dungah at Manasbal about 1. Took his vi at 2. Marched along two streams from the Sind river, which are carried along the side of the hill all the way. Manasbal village—wooden houses under a cliff on the shores of the lake—exactly like a Norwegian village. An extensive garden terraced & faced with masonry on the N. side, made by Jehangir. The outlet of the lake—a small canal—joins the river at Jumbal. Pooled along the side of the lake & through the canal into the river & at Asham turned into a very small canal to Haid, where we tied up. Saw some wild pigs near Lak Thapp.

April 9thSindugah. (marching.)Paramulla.

Off at 4 & soon got into the Wular Lake—a fine piece of water now about 15 miles broad, but in the autumn grown up by weeds. According to the boatmen it is a dangerous place in stormy weather & they like to pass over it early in the morning. Fine mountains all round it. At 10:30 at 10 & again got into the river & reached Paramulla at 3. Tied up at end of town.

April 10thSindugah.Paramulla.

A lovely day. Sumdo has gone on a reconnoitring expedition into the Bag. Very bored—nothing to do except read & walk up & down the Srinagar road.

April 11thSindugah.Paramulla.

A lovely day. Did nothing, except clean rifles, etc. Settled after a long discussion to move down to Bramfore tomorrow & wait there till the Bag is opened on the 15th. J. Sumner is there & sent a letter today by a man I sent down to spy out the country telling me to come.

Length of rivers in India.

Indus is 1800 miles long. Sattley is 900 miles long.
 Brahmaputra " 1550 " " } Bay of Bengal.
 Ganges " 1600 " " }
 Godavery " 900 " "
 Krishna " 800 " "
 Mahanuddy " 520 " "
 Cauvery " 472 " "



Rope Bridge over the Ikern at Gungl.

1905.

248 miles to Gungl.

April 12thIn camp. (Marching.)Gungl.

A very wet morning, so did not get off till 9, 30. Rode as far as the "craaki" & then walked past Pamphore to a place opposite Gungl, where we camped next to S. Timmis, who has been here 3 days. All the snow has melted from the road—very different to when we came up early in March. Rained nearly the whole day—got in at 3, 30. Passed 3 camps on the way—one over the river already, but he is said to have been ordered back by Wigram.

April 13thIn camp.Gungl.

A lovely day after a very wet night—immense hail stones fell at times. S. J. went out after a markhor on the S. side of the river, but did not see one. Shot 256 rifle at a target & after dinner got English mail from Pamphore. There is a difficulty about the rope bridge over the river—one is pulled across in a cradle hanging from a single rope—it is said to be unsafe & there is a raging torrent underneath. !!!

April 14thOn March.

A late & busy packing. Walked to Pamphore for letters & ~~examined~~ watched them mending the rope bridge. Various reports as to Wigram being seen driving down the valley to see that people do not start for the Koy Nag before midnight tonight. A Colonel Hinton is already camped over the river & rumour says Wigram has sent men to tell him to cross back, but that he refuses to do so. The Koy Nag rules are—

1. Koy Nag & Kapi Kund are range of mountains from Paramulla to Bonel.
2. Melangan hala is closed.
3. The shooting season is for 10 rifles in each period from—

April 15th to July 14th.

July 15th to October 15th.

Passes granted for the 1st period by priority of arrival at Srinagar—for 2nd period by priority of receipt of letter.

At about 8—4 hours before the legal time—I got over the river on the cradle all right, though I was much relieved when I got to the other side. Marched parallel to the river—down it—for some time & then turned up a stream due N.

Shikaris & coolies wages in Kashmir.

Head Shikari Rs. 30 & 5 tassad.

Chota Shikari Rs. 12 to 15 & 3 to 8 tassad.

Cook Rs. 15 to 20 & 3 to 5 tassad.

Permanent coolies Rs. 6 & 2 tassad in Kashmir.

" " Rs. 8 & 2 " " Ladakh.

Shikari given 1 suit, turban, puttees & blanket.

Coolies " 1 blanket.

I paid permanent coolies Rs. 7 & 2 tassad — 4 are said to be enough, but I found I had to have 6 — one of whom — Dumdoo — acted as chota shikari.

Names of men —

Dasroo But. . . . shikari

Dumdoo chota shikari

Dasroo hearer.

Doddoo permanent coolie.

Munwa But. . . . " "

Munwa But. . . . " "

Banyana " "

Gorcha But. . . . cook.

1905.

258 miles to Maidan.

April 15thIn camp. (Marching.)Maidan Nala.

After leaving the river last night, marched due N. along a small stream on a very bad path. Soon came to a bridge made of single trunks of trees, with a big drop, which I jumped, a Sumdo carried me across the stream with the help of the other men. Next came to a sheer rock in which holes had been cut in which one had to place one's feet - a drop of about 20 ft into the stream - & as I had boots on, it was very awkward, as the holes were only just large enough for one's toes. However I managed it all right with the help of the men. Then went along a narrow path above a very deep chasm & over a hill into a nala, up which we marched till we got to our destination, ^{about 12.} Stopped at a house & toured the inmates up & a bed was made for me in a most filthy room - no windows & a hole in the roof for the smoke - in which slept 5 men, 3 dogs - one with a litter of puppies - half a dozen ponies & 2 goats!!! Could not sleep a wink as it was awfully hot & the fleas soon found me out. Up early & hooped about till dinner. But the coolies arrived about 4 p.m. Luckily a good moon last night or we could never have got on. S.J. left me at the rope bridge & went to Ghorimal Nala. Two rehabs came after us but turned back to the west when told we were in front.

April 16thIn camp.Maidan Nala.

Men were out early, but saw nothing except females. Walked up the nala afteriffin & spied 17 markhor, 2 of which were males, but too far off to see what sort of heads they had. Also saw several chukras & a very large fox hunting for mice or beetles in the grass & apparently in splendid condition & fat as a pig.

April 17thIn camp.Maidan Nala.

Up at 6.30 & went almost to the end of the nala & then up a hill on the E. side. Saw 5 males - 4 small ones & the other doubtful. He was a long way off & just below the snow. Did not move down at all, so we went back at 6. Markhor seem to be fairly low down & not at all on difficult ground. Saw a very pretty bright red bird with a black head about the size of a small parrot. Saw a good many tracks all leading to the W - out of the nala, which looks bad.

Birds in Kashmir.

Grouse.

Land grouse — in Ladakh.

(*Lagophantes tibetanus*)

Pharants.

Monal — at 9,000 to 11,000 ft in summer.

(*Lophophanes impeyanus*)

Western Tragopan — very rare — misnamed Argus.

(*Tragopan melanocephalus*)

Monal — common in Kashmir.

(*Pheasantia macrolopha*)

Sheer — " " "

(*Phasianus wallichi*)

Kashmir — " between Bhalala & Uri.

(*Tragopan alticola*)

Snow cocks — 12,000 to 16,000 ft.
very common in Gilgit.

(*Tetraogallus tibetanus*)

Tibetan snow cock — in Ladakh

(*Tetraogallus himalayensis*)

Partridges.

Snow partridge — in Himalayas — very rare
in Kashmir.

(*Lewinia rockii*)

Black " — Srinagar — Muzer road,
N. end of Kashmir.

(*Francolinus vulgaris*)

Chukor — all over Kashmir.

(*Falcotis chukor*)

Grey partridge — near Jammu only.

(*Perdix perdix*)

Tibetan partridge — scarce

(*Perdix hodgsoniae*)

Quail.

Grey quail — Parnamulla mostly.

(*Turnix communis*)

Parri " — rare — W. end of valley.

(*Turnix coromandelica*)

1905.

258 miles.

April 18thIn small camp.Maidan mala (N. end of)

Up about 8 & moved small tent to top of first hill. Had a desperately hard & long climb up a mala filled with snow to the very top & got there about 10:30. Rested there for some time & then spied the mala below—where we saw the doubtful male yesterday—but only saw a small one. Eventually climbed down below—nasty little avalanches of snow coming down all round us—and after a long wait saw what looked quite a nice head. He was straight down about 100 yds below me, so I loosed off with the 25b—could only see his back—and hit him. He jumped away & I plugged again & thought I hit him, but certainly missed him the third time. He went down some ground too bad for me, so Simdoo, Larsoo & the local followed him & soon came upon him bleeding from the shoulder, but he went on down a place which defeated them. So home, very disappointed, but the men apparently quite confident we shall get him tomorrow or perhaps the next day. Saw a woodcock coming back—very tame.

April 19thIn camp.Maidan mala.

Up about 8 & soon afterwards Simdoo & the local appeared with the Markhor's head skin & meat in great triumph. They had very soon spied him almost dead & he rolled down a steep place & they knifed him. Horns just about 44 inches & fairly thick. He was hit just ^{behind} the shoulder. They all solemnly shook me by the hand. Went down to the main camp & got there about 11. Did things the rest of the day, had a bath, shaved & wrote letters. The bullet had gone clean through the Markhor missing his spine & shoulder & ribs. Local man—Jummo—very good & keen.

April 20thIn camp.Maidan mala.

A gale & a deluge of rain in the night, which nearly blew my tent down. It poured all the morning, so after waiting till 12 o'clock, decided not to start today for Dringar. The clouds very low & came right down to the camp most of the day. Some of the men went out to spy the mala. & they saw a markhor about 4000 ft, but I settled to leave tomorrow.

Birds in Kashmir.

Geese.

Greylag — October to March.

(*Anser cinereus*)

Ducks.

Brahminy or Puddy Sheldrake — breeds in Ladakh —
rarely winters in Kashmir.

(*Farcarea rutela*)

Shoveller — like above unsuitable.

(*Spatula clypeata*)

Mallard — most common. Oct. to April.

(*Anas boschas*)

Pintail — short time — leaves in March.

(*Defila acuta*)

Widgeon — scarce.

(*Marica fuscolope*)

Teal — in great numbers — first to arrive & last
to depart.

(*Querquedula crecca*)

Blue winged teal — rare — late arrival.

(*Querquedula iris*)

Pochard — rare.

(*Fuligula prena*)

Red crested pochard — common in middle of the
winter — also tufted & white eyed.

(*Fuligula rupestris*)
(*f. cristata* — *f. hypoleuca*)

Golden eye — common on lakes, but not on
streams.

(*Plangula glaucum*)

Smew — occasionally on Shyok river.

(*Mergellus albellus*)

Goosander — very rare.

(*Mergus morgansei*)

Gadwall — very numerous.

(*Limulasma streperus*)

Snipe.

Solitary — common by small streams in
secluded valleys.

(*Gallinago solitaria*)

Common — " ditto Jack & Pintail.

(*G. caelestis* — *G. gallinula*)
(*G. cyprina*)

Woodcock.

— breeds in Kashmir.

(*Telphax rusticola*)

1905.

258 miles.

April 21stIn camp. [marching.]Quig.

A terrific thunderstorm nearly all night — the echoes amongst the mountains being quite wonderful. A wet morning, so did not get off till 11, & went over the hill to the E — a very stiff climb — into Gornthal Gola, where J. J. is — & down it to Quig, which we reached about 5. It rained most of the way, but just before we got to Quig, about the worst thunderstorm I ever saw came on with an absolute deluge of rain. The tents & baggage arrived wet through & the only place for my tent was on the top of a house, which was like a wet ploughed field. Every thing wet & dirty & very uncomfortable — thunder storms at regular intervals with deluges of rain. But J. J.'s postman at Quig & sent a note by him.

April 22ndIn dungah. [marching.]Baramulla.

Off at 8.30 & marched up the N. bank of the river to Baramulla, which we reached at 4.30 — a long & tiring march, but the country begins to look very pretty. Saw Mukah colt was beaten a head for the Brocklesby. A lovely day & trees, grass & blossoms coming out well. Saw a tremendous lot of mistletoe on the trees.

April 23rdIn dungah. [marching.]Tojpur.

Off about 7 — river very high & fast & progress very slow. Passed Tojpur about 1.15, but as there was a barge on the Waler Lake, the boat was tied up much to my annoyance. The boatmen seem in an awful funk of the Lake & treat it as if it was the Atlantic Ocean to be crossed.

April 24thIn dungah. [marching.]Trinagar.

As there was a moon & the wind dropped, got off soon after midnight & went through the Waler Lake & horse canal into the Medium at 10 o'clock a.m. The Poplars are coming out well & mustard fields look very bright. Got to Trinagar about 4.30 & was at once pursued by tradersmen, etc. Tied up at the Menar Baple about 6.30 & sent for Amrie to alter the sight of my .256 to an ivory triangle instead of a silver one, which he had put in & which is too bright.

Himalayan Mountains.

Mount Everest is 29,000 ft. high.

Munchingunga " 28,000 ft. "

Goodwin Norton " 28,250 ft. "

Dushalagiri " 27,000 ft. "

Route Srinagar to Leh, via Kishtwar & Janskar. (Padam.)

1. Srinagar	10 miles.	27. Gulchunq	16 miles.
2. Pampur	40 "	28. Bhatogsa	12 "
3. Kambal	12 "	29. Manupetta	12 "
4. Bheor	14 "	30. Wanda	6 "
5. Doo-soo	8 "	31. Samayara	12 "
6. Kodan	19 "	32. Khalsi	10 "
7. Shingram	13 "	33. Timirgam	17 "
8. Mogalmaidan	12 "	34. Juratsi	10 "
9. Kishtwar	19 "	35. Pimse	13 "
10. Bagri	11 "	Amulka	
11. Pgas	10 "	Amulka	
12. Siri	14 "	36. Pitak	18 "
13. Atooli	11 "	37. Leh	
14. Kundhel	11 "		414 miles.
15. Mackel	8½ "		
16. Bujwas	8 "		
17. Bujjan Niswan	13 "		
18. Gusra	10 "		
19. Atiq	9½ "		
20. Lani	6 "		
21. Padam	9 "		
22. Thonake	12 "		
23. Jangla	13 "		
24. Jangp	10 "		
25. Jangp	10 "		
26. Pyorag	6 "		

1905.

335 miles.

April 25thIn dungak.Samagar.

Went in a shikara to Jocklum, Post Office, Pussawangi's, etc, etc. Near the passes are still blocked by snow, especially the Jopila pass & no money will induce coolies to go over it. Pestored by tradesmen all day till I produced a stick & much language.

April 26thIn dungak. (marching)Pamphur.

Busy all the morning with Jocklum & other people. A great row going on about the Kay Rag - Campbell - the railway man - reported Fenton for going in before the 15th, so Fenton was brought back to Maramulla. Campbell then himself went in before the proper time, so Fenton, hearing of it, expected him in turn to elopement & it has been brought before the Resident. Off about 12, 30 & went well up the river to Pamphur, where we tied up about 7, 30.

April 27thIn dungak. (marching)Kanbal.

Off early. Paid everybody 3 months wages. Have to carry 125 lbs in silver which is an awful weight. Proper trees have come on wonderfully since we came down from Islamabad - mustard seems grown more than any thing. The snow has melted tremendously from the low parts of the hills. Tied up sometime after midnight at Kanbal.

April 28thIn camp. (marching)Beer.

Up early & got everything packed up & started off by 9. Rode quite a good pony through Islamabad & on to Beer, which we reached at 1. Took in at 2. The country looks quite different to what it did when I passed through it just a month ago - most of the trees are out & the fruit blossoms are lovely. The grass has grown in a wonderful way too & instead of a dull brown black looking country, nearly all of it is a bright green. It has also dried up in an extraordinary manner. Quite a hot day & I appreciated the pony very much. Was ridiculed all round when I left the dungak & think Sidika is a d-d robber - however I paid as usual to avoid trouble, but shan't employ him again.

Heard the cuckoo the first time on April 29th — it is apparently called the same name in Kashmir.

Started on Shikar on March 11th — from then to April 30th = 50 days, of which —
we marched on 24 days — including days on river.
we stalked " 12 "
we saw game " 4 " "game" = shootable game, not hinds or small beasts.
we stalked game " 2 "
we shot at game " 2 "
we got game " 2 "
"off days" 14. — bad weather, at Srinagar, Baramulla, Anjil, etc, etc.

Ladoo Bat says that once a sheep got away from camp in Ladakh & that two years afterwards it was seen with ibex & was quite as wild as they were. It was known by a black mark round its neck & was eventually shot by a native.

After getting over the Sonther pass, practically all the people are Hindos. They wear their hair down to their neck.

From the top of the pass, looked down upon a sea of clouds — a very fine sight.

foolish for today & yesterday — they slept in the open on the snow — & went 25 miles — were paid Rs. 1-20. & were delighted.

1905.

397 miles.

April 29.thIn camp. (Marching.)Doosoo.

Inusoda But came into see me about 6. He is near Papan with two French sailors for 3 weeks. They had got one Verapunga, but missed a very good royal yesterday. Off at 7.30 & had a stiffish climb up the Malkan Gelli ^{down} ~~down~~ through a gorge very like the Hampshire downs indeed, across the Koochig valley & up a side valley to the E. to Doosoo, which we reached at 12.30. Took in about 2. From Malkan Gelli had a fine view of Sinagar plain, the numerous fields of mustard looking very pretty in the far distance. A perfectly lovely day, though very hot.

April 30.thIn camp. (Marching.)Nodan.

Heavy rain in the night & a wet morning, but it cleared off about 11. & we got started about 12. Marched up a pretty glen pit, but soon got to the snow. When it began to rain hard again. Climbed up a very steep hill side—very bad going indeed & very appropriately called the "Devil's Place". Then up a gorge to a place called Nodan, where we camped in the snow. Very tiring walking in the soft snow & hard pull all the way. It is quite wonderful how the coolies get on carrying the heavy loads they do—it took me all my time to get along carrying only a stick. A heavy march & the rain made it worse. Got into camp at 4.30, wet & tired—^{when have no tents.} pity the coolies.

May 1.stIn camp. (Marching.)Thingam.

Up at 4 & off soon after 5. Went up a long Nala on hard snow to the top of the Thingam or Suthan Pass—12,200 ft—which took about 2½ hours from Nodan. Then tobogganed on my coat about 1000 ft on smooth snow down the other side. After that walked down a nala where the avalanches of snow must have been tremendous, as banks of it lay piled up 30 or 40 ft high. Had some very nasty places to cross, where the snow had avalanched down very steep places & sometimes they had to make steps for me—a slip would have meant going straight down several hundred feet sometimes. Got to Thingam at 12—coolies not in till 6—a double march—19 miles, so 2 annas back to each extra.

Trees of Kashmir.

Shenar or plane tree. (*Platanus orientalis*.)

Walnut - oil made from it & dye.

Poplar - *p. nigra* in avenues - *p. alba*.

Willows - common (*S. alba*.)

" weeping (*Salix Babylonica*.)

" redwood - branches cut & stacked for fodder.

Elm. (*Ulmus ampestris*.)

Felt's australis.

Mulberry, apple, pear, apricot.

Pinus longifolia.

" excelsa - between 5,000 ft & 10,000 ft.

Deodar. (*cedrus deodara*.) - from 4,500 ft to 8,000 ft.

Firs. (*Abies smithiana* & *webbiana*.) - between 10,000 ft & 11,000 ft.

Yew. (*taxus baccata*.) - between 5,000 ft & 10,000 ft.

Pencil cedar. (*Juniperus excelsa*.)

Juniper.

Horse chestnut.

Maples. (*acer*.) - (*p. carpinum*.) - up to 8,000 ft & 9,000 ft.

Ash. (*flaximus excelsior* & *fraxinoides*.)

Hazel. (*corylus colurna*.) - 5,500 ft to 9,500 ft.

Birch - 7,000 ft to 12,000 ft.

Alder. (*alnus nitida*.) - 80 ft to 100 ft.

Rhododendron.

Pipal.

Banyan.

Mango.

Olive.

Mast tree.

Laurels.

Very large hollows in Kiskitar.

Saw a sheep with 4 horns today. Two growing over his head - very long ones - & the other two - shorter - back down his ears & over his neck.

Remains of an old fort on the E. of Kiskitar plateau.

1905.

444 miles.

May 2ndIn camp. (Marching.)Ingalmaiden.

Some difficulty in getting coolies, so were not off till 8. Marched down a very pretty, well wooded gorge with some fine cedars & hobbes. Passed the Morbal Valley & got to Ingalmaiden at 12.30. Coolies in at 3. Very hot & had a most delightful tub, watched all the time by a big leopard about 2 yds away. A very pretty camping ground on the bank of the river opposite a place where there was a village, but two years ago an "avalanche" of water came down the river & swept it away. Passed some crops of barley - about 6 - well in the ear. Everything very forward in this valley. Tinned milk.

May 3rdIn camp. (Marching.)Kishtwar.

Great difficulty in getting coolies, but eventually sufficient - lame, halt & blind - were collected & we got off by 9. It turned out terrifically hot & was a most trying march. Scenery very fine - the river passing under some tremendous precipices. The Warawan river joins it & then the Phandro-Bogra, & forms the Phomali. The last 5 miles are a really stiff climb & under the hot sun, it about settled me. Got in at 2.30, coolies in at 4.

Some fine peaks up to 21,000 ft seen rising sheer from the Warawan & Phomali gorges. Crossed the river 3 times on very high bridges - wooden suspension.

May 4thIn camp. (Marching.)Kishtwar.

As the Tehkiddar could not supply us with coolies, we could not get on, but I think the men - especially L.B. & the cook - want a day off. Very windy early but later became most awfully hot - I think the hottest day I ever remember.

Kishtwar lies on a flat plateau - 5,200 ft high - which, judging from the crops of barley, seems very fertile. It is surrounded by hills, except on the E. side, & that I suppose makes it so hot. It seems very well cultivated for

Keshmir & a fairly populous place, but the town is very small & dilapidated. Letters take a week to get here from Srinagar. Six schools are said to be in the district - & on the dek road, where we want to go - some has bought up all the ponies in the place. Much too hot to do any thing, so unpacked & repacked my yak down, etc. Radcliffe - a forest man - came in & I went & had tea with him. He had got 2 tika - one a good one - today. He gave me some books.

Bridge behind town = 1800 ft from Market town, which is 7,100 above sea level.
One of Badcliffe's tigers had 6 shots in it - one broke its jaw, one through its nose, two through its body - too far back - & two in the region of its tail. It went on a long way too before he got it.
Bagni = 6,900 ft. He also got a small goat.

Passed remains of several Hindu temples & places where there had once been villages - probably destroyed by avalanches in years gone by. Lignum very conspicuous in all.
Also on tops of hills saw several heaps of sticks - & sometimes of stones - it appears that every Hindu, who passes by, adds one to the heap to propitiate the god.
Saw a good many springs running through what look meant to be stone leg-noms & sometimes also resemble a woman's breasts.
From the ruins of temples, it looks as if this district must once have been much more thickly populated than it is now, though it can't be more cultivated & the people are almost starving now - but two seasons have been very bad for the crops.
Heard a lot of "wild chickens", as Larsoo But calls them. But I don't know what they really are as I can never get a good look at them.

Larsoo But says - & people believe the story - that he saw a bear climb up a tree with a stone under its arm, with which it broke open the tree for honey. He shot the bear & got the honey too.

1905.

458 miles.

May 5thIn camp. (marching.)Bagri.

foolies turned up early with about an equal number of Lambadars & Semaders, all wanting backsheesh. Had to dole out Rs. 1-10. Off at 7 & had a stiff climb - 2 hrs - into the Postna valley & along the old road, which runs about three quarters ^{along} up the hillside. It does not follow the river, but winds in & out of each mala, & so one has to go quite twice the distance the river goes & what the loosh gives as the distance - it is a good 20 miles march. Road very bad in places owing to huge rocks having avalanched on to it & progress very slow. In at 3 & looshes not till 6. Road very pleasantly shaded all the way & not so deadly hot today - rain last night.

May 6thIn camp. (marching.)Datchal mala.

Heavy thunderstorm early, so did not get off till 7. Marched up to the end of a mala running due S - a very wild & desolate spot - about 8 miles, & got there at 10.30. foolies in at 12. A stiffish climb all the way & somewhat hurried, as it was reported another party was marching for the same mala from Pgar. Saw quite a good looking girl coming up - the first I have seen in Kachmar. Rained all the afternoon on & off so stayed in tent. Men went out spying & saw 2 tigers & a black bear almost in the same place on E. side of the mala.

May 7thIn camp.Datchal mala.

Heavy rain early in the morning, so not off till nearly 8. Went up the mala & spied the W. end of it, but saw nothing. Then went up the E. end & eventually saw one male tiger & seven females. Whilst spying, an avalanche came down from above us - Lasso & Buttan & just avoided it, but a great mass of solid snow came right at me, but luckily jumped over me, hitting me on an awful bang on the top of the head. We then crossed the mala & went up the other side - very steep climbing & some very nasty places to cross indeed - by far the worst I have had up to now. However Sundoo & Lasso got me along by making steps, etc. Got to the place where we saw the tiger, but could not find the male anywhere. Forging home saw two males close to camp, but it was too dark to go after them.

In Kashmir there is scarcely any arable land above 7000 ft & even at that height crops fail to ripen occasionally.

In Ladakh crops ripen up to 14000 ft.

The rivers rise enormously in summer — it is estimated that the Indus in winter at Loh discharges 6,000 gallons per second.

" " summer " " " 54,000 " " " .

Thayok " " " " } 250,000 gallons per second in summer.
Indus " " " " }

Later Sundoo came into camp & said he had seen the tkr, which was hit in the stomach, & had followed it for a long way till it went on to some rocks where he could not follow — wounded tkr always take refuge in practically impracticable places.

1905.

485 miles.

May 8thIn camp.Datchal mala.

Up at 5 & off up the mala at 6. Saw two male tehr in the small mala opposite the camp, & another lower down, feeding up the E. end. Went after him. But he unluckily heard us & went off up the hill. I could have had a shot at him at about 200 yds on the male, but the sun was bang in my eyes & I could get no rest, so - perhaps stupidly - let him go. Then went up to the top after the first two, but could see nothing of them. Had a nasty climb down the mala where we saw them to camp - the first part very bad & I did not enjoy it at all, but got down safely.

May 9thIn camp.Datchal mala.

Had a morning in bed, bath, shave, etc. Bath left behind at Nagri with heavy baggage, but the men dug a hole in the ground, put a waterproof sheet in it, & made a capital bath. Then went spying & saw a bear, so off at 10 & for 3 mortal hours climbed the hill at the back of the camp under a blazing sun. The bear, however, had vanished, so came down. Saw 2 tehr in the middle of a most awful precipice, where I should have thought a bird could hardly have stood, but they seemed quite happy & comfortable. A hard day & after dinner impressed upon L.B. that I was about tired of walking & getting no sport & if matters did not alter should go back to Srinagar.

May 10thIn campDatchal mala.

Men out spying early & saw a tehr low down in the ind (E.) of mala & later also a gang of forest men coming up to cut the dodars, so off at 9, go to a place up the E. end of the mala, where we took up a position in the hopes they would drive a tehr down to us. After waiting for about two hours, I almost went to sleep. But was suddenly awakened by dasroo but I saw a male tehr standing on the other side of the mala not more than 60 yds away. Had a steady shot, then two more at him running - he went away very slowly - but apparently missed him clean each time!!! Watched two brown bears feeding in exactly the same place we went to yesterday - very bad luck altogether & home very sick.

Snow is all right to get along, if it is soft, & ones feet go in & give one a hold—
if hard, an axe has to be used, at least in steep places, to cut holes & then
progress is very slow.

Had a new ivory triangle put in the back sight of my Mannlicher, am afraid
that Amira took the sight off to put it in. Anyhow the sight now does not fit
quite level on its bed & a sheet of paper will go under the back end of it easily—
one can see daylight under it distinctly.

1905.

485 miles.

May 11^aIn camp.Satchal mala.

Up at 4, 30 & off about 5, 30 to the very top of the hill behind the camp, where we saw the two bears yesterday. Lacroo But started before me & saw two very high up when he got there, but when I arrived - at 8 - there was only one to be seen. Had a short stalk & got very close to him - hit him close to the heart the first time but had to have 3 more ^{shots} at him; the last of which boled him clean over, & he rolled down quite 500 ft stone dead. Was much disappointed at the small size of his skin - he looked three times as big when alive. Two of the coolies went to look for yesterday's wounded tehr & saw him in a very bad place - quite impossible for me to get to. After getting the skin we walked due N. along the top of the hill for a long way in the hopes of finding the other bear, whose tracks led that way, but did not - had to cross some very nasty places & took an ice-axe luckily to make steps in the snow or we should have never have got along.

May 12^eIn camp.Satchal mala.

Morning in bed, bath, shave, etc. Men off early to try & get the wounded tehr, but it had got into some hole & they could not get to it - very annoying as the poor brute is sure to die. Wrote letters & packed up, etc. & shot "Bullseyes."

May 13^tIn camp.N. end of Satchal mala.

Up early & moved camp down towards the end of the mala. Waited nearly all day at a small mala in which a big black bear had been seen feeding for the last 3 days - Ramgana saw him yesterday, but of course today he did not appear on the scene, so tomorrow shall try a drive, which I believe is strictly against the rules. Had an awfully tiring climb back to camp, which is pitched on the E. side of the river & high up. Had to cross the river too, in the dark, on the slippery trunk of a very big fir tree, over which the water was washing in places - I much relished when I got to the other side helped by the faithful Lacroo & Sundoo.

* hit, but not got.

* not seen by myself.

hales in Kashmir, Kishitwar, Jaskar, Ladakh, etc, etc, etc.

name of mala (local) or village nearest it.	district in which mala is (chief town near or district.)	game seen	game shot at	game killed
Leer	Islamabad	nothing	nothing	nothing
Bradangni	"	* barasingha	"	nothing
Paisan	"	"	"	nothing
Bummar	"	"	barasingha	barasingha
Lah Thorp	Manastal (Sind valley)	x "	nothing	nothing
Moidan	Kaj Raq	1 markhor	1 markhor	1 markhor
Datchal	Kishitwar (Baqni)	1 ibex	* 1 ibex	1 ibex
Handel	Kishitwar (Atoli)	1 ibex	1 ibex	1 ibex
Kabun	Kishitwar (Atoli)	1 ibex	* 1 ibex	2 ibex
Angai	Kishitwar (Sol)	nothing	nothing	nothing
Sol	Kishitwar	goral	* 1 goral	nothing
Golabgarh	Kishitwar	goral	nothing	nothing
Ghar	Kishitwar	ibex	1 ibex	1 ibex
Dandug	Kishitwar	ibex	nothing	nothing
Gowra	Padam	ibex	1 ibex	1 ibex
Tso 3 Tok foo	Shadi	barhel	* 1 barhel	nothing
Dmlung	Jaskar river	barhel	1 barhel	nothing
Lungtarma	Jaskar river	barhel	1 barhel	1 barhel
Marangla pass	Jaskar	barhel	1 barhel	nothing
Lung (Loon) (Penak)	Ladakh - s. Karmak	barhel	3 barhel	3 barhel
Penak - E. end of	Ladakh - s. Karmak	ammon	1 ammon	1 ammon
Pogmore	Ladakh	nothing	nothing	nothing
Tharu	Leh	nothing	nothing	nothing
Lamayuru mala	Lamayuru	sharpie	nothing	nothing
Laklanggo	Kharlo	nothing	nothing	nothing
Indum	Kharlo	sharpie	nothing	nothing
Lorgik	Hagnis	sharpie	1 sharpie	1 sharpie
Lishmakam	Islamabad	bar	nothing	nothing

1905.

487 miles.

May 14thIn camp.N. end of Satchal mts.

Heavy rain & thunderstorm in the early morning, so could not get off till 8. Placed ourselves just above the river on the opposite bank & the men drove the mule down to us. The bear was there, but passed on the left of the river bank just out of sight & then came up the hill into camp!!! The cook was so frightened that he climbed up a tree, but the bear turned back & went N. Heavy rain all the rest of the day, so did not move camp. Wrote letters.

May 15thIn camp.N. end of Satchal mts.

Tremendous heavy rain in the night & thunder—curious as it has turned quite cold. A soaking wet morning with continual thunder storms & useless to move unless it clears up— all my books are left behind with the heavy baggage at Golka, so have nothing to read, which is cheerful— no tea & jam & very little tobacco either— one chicken is left & no soap for washing clothes!!! floods right down in the valley below the camp a long way. cleared up a little about 12, but a perfect deluge came on later, so we had to stay where we were— an infernal nuisance. A lot of fresh snow on the hills.

May 16thIn camp. (marching.)Golka.

Another wet morning with heavy thunderstorms, but off at 7, 30 down the mule & then E. to Golka, where as it was so wet, we stopped at 10. food in at 11, 30. Sent letters off to be posted at Nooli— the only post office between Kiskadee & den. Very wet & cold & very thing dirty & damp, however have got tea, jam & tobacco.

May 17thIn camp. (marching.)Lidhari.

Another soaking wet morning, after a very stormy night, but it cleared up & we got off soon after 8 & got to Lidhari, where the Shandra Bagra runs through a very narrow gorge with very high cliffs on each side, at 12, 30. food in till 4. Had some nasty places to cross— in one part the road went along a wooden gallery about 3ft wide with holes in it & a sheer precipice of quite 1,000ft below. My right knee very troublesome going down hill & today very painful.

† = " " Ladakh & Jaurkhar only.

clothes, etc for 6 months shooting expedition in Kashmir, etc.

2 suits — puttees or tweed — fairly thick — if puttees made in Srinagar of 2 thicknesses.
3 flannel shirts — thick — from England — must be absolutely unshrinkable.
3 vests. " " medium thickness. " " } one extra thick set
3 pairs of drawers. " " " " " " } I took & did not use.
2 ties " " "
6 pairs thick shooting socks — ^{inner*} socks for grass shoes (divided toe) made of Jaeger — 12 ~~to 14~~ ^{from India.} pairs }
12 handkerchiefs — from England. { outer socks for grass shoes — 8 or 10 pairs — from Srinagar. }
2 pairs pyjamas. " " thick — + one extra camel's hair for Dadach.
+ 1 cap with ear flaps. " " can be bought in Srinagar. (very seldom used by me)
+ 1 Balaclava cap. " " " " " " " " " " " "
+ 2 pairs woollen wristlets " " " " " " " " " " " "
+ 2 " " gloves — 1 for lined. " " " " " " " " " " " "
+ 1 cardigan waistcoat. " " — one waistcoat of puttee suit should have sleeves.
1 shikari sun helmet. " " { socks for chappies & chappies brought in }
2 Kashmir hats — from Srinagar. { Srinagar. }
+ 2 pair shooting boots. — from England — stout with good nails for Dadach — chappies prepared.
1 pair leather slippers. " " — useful in tent at night, but not indispensable.
x 1 pair india rubber camp boots. " " — indispensable — I forgot them unluckily.
1 pair Gilgit boots — bought in Srinagar or Peshawar — most useful.
1 brown sweater — very useful in early mornings & at nights in Jaskar & Dadach.
2 pair putties. from Srinagar.
3 bath towels — from England.
x 1 macintosh — not too long — from England — mine too long & bad to walk uphill in.
1 shooting cape. " " — Col. Ward's pattern (Srinagar) is excellent.
+ 1 parkie — bought preferably in India — mine a short one from Fisker & Glenney.
1 tin basin with stand. " " — will carry soap, sponge, etc.
1 clothes brush. " " — Brush for cleaning tent outfit is useful.
1 bunch basket — can be bought in Bombay — for 2 advised, but smaller is better.
1 compass. from England — aneroid for telling heights would be good.
2 leather cases for carrying rifles. " " — for marching, with slings for carrying.
2 canvas " " " " " " " " " " " "
1 brass ramrod. " " — wooden cleaning rods may break.
bootlaces — waterproof sheet — hot water dishes — Wolseley valve — holdall — from England.

1905.

507 miles.

May 18thIn camp / marching.Jakar.

A fine morning. Off soon after 7 (some coolies kept on) & marched along a very steep & precipitous path - mostly carried on galleons about 3 ft wide with no handrail - & in two places broken away. One gave us a lot of trouble to get over, but luckily a gang of men were mending the place & they gave invaluable help, but it was pretty work walking on a smooth slippery piece of rock very steeply inclined with a big drop below. In at Jakar about 11.30 & coolies at 2. Broken road delayed them, so we made a short march. Pak & share. Got mail from England - sent from Niskitar to Atoli post office.

May 19thIn camp / marching.Atoli.

Up early & camp off at 6.30. Marched along the usual precipitous path on galleons - once getting to the level of the river - till the gorge opened out on to a very pretty plain & camped just short of Atoli. In at 11.30 & coolies at 3. Quite delightful to walk on flat ground again & to be able to move without being afraid of falling down a precipice. Killed a mouson in my gun case. Two sakils camped - the only two in front of us - near here. Found my fork-tong has a big hole rubbed into it.

May 20thIn camp.Atoli.

Schneider & Lambadar away, so no coolies. Sumdo saw 4 ibex on the S.W. side of the plain - up a small nala - but they were judged to be on too bad ground for me to venture on. It looked awful. Tahir mended my fork-tong. A great bundle of clothes, most idiosyncratically sent on by Ranken's of Pondi, has arrived & has to be sent back to Srinagar. Very hot & flies are awful nuisance.

May 21stIn camp / marching.Handel nala.

Off at 6.30 & went to Atoli, where we left some stores & sent Ranken's clothes back to Srinagar. Crossed the Pandra Bagra by a wooden bridge & then had a tremendously stiff climb up the N. side. Went by a different path to the coolies in the hopes of seeing a goral & had one very bad rock to get over - very steep & very smooth & an awful drop if one slipped. Camp pitched very high. Saw wild strawberries in flower quite 10,000 ft high.

clothes, etc for a 6 months shooting expedition in Kashmir, etc.

India rubber bath — from England.

Waterproof sheet — used in a hole dug in the ground is just as good. }

Writing paper & fountain pens — from Bombay.

Matches (two) — from England. Broke both of mine.

Telescope.

Goggles — two — two or three pairs, so that each man — shikari, chota shikari & tiffin coolie have one or a local man if employed.

Suit pole straps — 3 — from England.

Keating's Insect Powder — most important — the grass holds all sorts of bugs.

Maps of Kashmir — from Thacker & Co of Bombay.

Hot water dishes — most useful — from Bombay — made all the difference to one's meals.

Trails for boots & bootlaces from Bombay — those sold in Srinagar are absolutely rotten.

Needles, thread, buttons, etc — use studs for shirts as much as possible — & a thimble.

Rangoon oil — varaline — for guns — two — from Srinagar.

Goggles — for use on snow for self & coolies — " "

Lamp chairs — two — I broke two in the first two months. No "tackey" ones anywhere — sure to be broken.

" bed — from Bombay or preferably hired from Jockellman's Agency — Srinagar.

Tents — from Srinagar — 1 for self & 2 for men " " " " " "

Hand lanterns — from Bombay or Srinagar.

A pair of tiding breeches very useful in Ladakh, where one can ride ponies.

Also a tiding whip & a pair of spurs.

Any amount of Booker, as in Jaskar & Ladakh one may not get letters & papers for a month or weeks.

Indian cooks or servants quite useless — let Jockellman's Agency or the shikari get a Kashmiri one.

Take everything in yak — dand, not villas.

A handbag is very useful (strong leather) for things wanted when on the march at night — saves opening yak dand.

1905

541 miles.

May 22ndIn camp.Kandel mala.

Spied 2 tehr & 3 brown bear from camp, so not off till late - were one tired after yesterday's climb & Lacsoo But has a chill. Only one bungalow where our camp is - a man from Jankhar - & the snow melted too late for him to sow his crops.

Off at 10 & walked to the top of the ridge on the N. side of the mala - between this & the Bhutna valley - & after some time saw two of the bears feeding in a small mala running S. - a female & a smaller one. Climbed down a little towards them, & had a shot at about 100 yds with the .375. The first shot nearly knocked her over, but she recovered herself & went on about 50 yds when she tumbled down a small precipice & we found her about half a mile down stone dead. A big female with a very good skin - but a little too far back & low down. Her also hit in the fore leg as she went away. On awfully tiring walk back - nearly 3 hours all up hill. Found some excellent wild thubarb which I ate raw & found most refreshing. Bear = 6 ft - 9 ins.

May 23rdIn camp.Kandel mala.

Was to have been an off day, but two tehr were spied early, so off at 6 & went to the mala beyond where I got the bear. Nothing to be seen when we got there, but at 2 one appeared from out of the trees. Had an awkward shot at him from a narrow rock overhanging the precipice - he was about 100 yards straight down below - with Lacsoo holding on to my legs to prevent me toppling over. A branch of a tree in the way too, & the men said I had missed him. He galloped down the mala about 200 yds & then fell over stone dead - shot through the heart - a lucky shot as I aimed at the middle of his back. Wound a shade - not $\frac{1}{8}$ of an inch - under 13 inches. Record for Kashmir is $13\frac{1}{2}$ inches. There was a sort of groan from the men when they thought I had missed him, but they fairly shouted with joy when they saw the tehr tumble over, but their joy was chastened because they could not get quick enough down the cliff to "hal-lal" him before he was dead, & so could not eat the flesh. However I promised them a sheep when we can get one. Passed the place where Lacsoo camped last year, also ^{5 mi} the camp of a sahib the other side of the Bhutna valley - said to be a good place for brown & black bear. Broke my false tooth short off yesterday & my chair today.

The people in this - Malun - sala are from Jankhar.
The women have flat features just like Tartars, but it's not nearly so pronounced in the
men.

1905-

541 miles.

May 24th.In camp.Kandel mala.

Up late - bath & shave - wrote letters. Sundoo sent to Nabun to see if there are any good ixes there.

May 25th.In camp.Kandel mala.

Up at 4, 30 & off soon after 5 to a mala on the E. in the hopes of seeing a goral, but none were on view, so returned to camp about 9. Sundoo back early & saw some fair ixes at Nabun, so we move tomorrow if we can get cooler. Dined the owner of the Mustang with pills - "his stomach has been hard for 12 days," so he said. Saw a musk deer.

Went out again at 4, 30 to the W. & saw three tigers & a big brown bear, but they were a long way down & there was no way down the precipice anywhere near. The tiger saw the bear & seemed a good deal frightened.

May 26th.In camp.Nabun mala.

Off about 6 & went to Nabun mala - camp following after - a stiff climb & saw the place where over 20 people had been killed by an avalanche this winter. The houses had been quite smashed to pieces, but not swept away. Soon after getting into the mala, we saw two tigers & had an easy stalk up to them. They were both lying down under a rock the other side of a small mala. Instead of waiting for them to get up, I had a go at one & hit him - there was some blood & a piece of bone where he was lying - but he went away down some awful rocks & vanished. Missed the other as he was galloping. The men went after him but could see nothing of him. The 2nd tiger hit & not got. Saw 5 ixes very high up on E. side of the mala - two good ones.

May 27th.In camp. (marching.)N. end Nabun mala.

Off at 7 - camp following - about 5 miles up the mala. Loozoo But out early & luckily saw the ixes making N. parallel to the way we went so we should have gone up to the place where we saw them yesterday - a 3 days expedition & with no tents. Very tired & slept most of the day & wrote letters. Got mail from England - Munawjun leaving Nabun mala & going to Abdi & back in 12 hours - a pretty good performance, as we must be from 2,000 ft. to 3,000 ft. up from the valley & an awfully steep climb.

xxx

This deer was found dead about $\frac{1}{2}$ mile to the N. on June 16th by Sundoo from information given by two men coming from Kalkun into Dauloug vale.
It was hit high up close to the spine. Horns = $42\frac{1}{2}$ inches in length & 11 inches in girth.
The bullet had splintered the spine, but had not broken it.

1905

551 miles.

May 28thIn camp.N. end of Helum Nala.

Went out early & saw the 4 ibex, which were joined by a very big one indeed, go due E. over the range of mountains into Agnai Nala. Heavy thunderstorm with tremendous hail, so did nothing except clean rifles, mend chair, etc. Saw a brown bear on the opposite side of the nala, but, having got 2, had to leave him in peace.

May 29thIn small tent.N. end of Helum Nala.

Off about 6 - small tent following & being pitched about 5 miles up the nala - & walked N. chiefly on snow, for about 7 miles, when we saw 7 or 8 female ibex in a place we wanted to pass. Eventually we changed it & put them off & luckily they went the right way. Farther on we spied 5 males - 2 very fair ones, 1 moderate & 2 small - but some distance below us. Had to go over some very bad ground, at times along a very narrow ledge overhanging a big precipice ^{and} one nasty avalanche just above it too. However I got along somehow safely & eventually we got just about 150 yds above them, but could only see one of the small ones. Lessor But went away to the right to see if he could find a better place to see them from, but whilst he was away, another came in view, which Sumdo said was a "bara" one. I had a very awkward shot at him - I dare hardly move for fear of slipping over the edge of the precipice - but luckily hit him & he fell dead down to the bottom. L.B. then came up furious & said I had killed one of the "chota" ones, but whilst we were arguing, he suddenly saw the remaining 4 coming up the rocks towards us & beckoned me to come down to a horrible looking ledge, where there did not look room for a mouse. I was not for going, but he rushed up & practically pulled me down & up came the 2 big ones not 50 yds ^{away} what with funk & anger at being so treated, I missed them both clean, though the bullet cut a big piece of hair from the top of the biggest. Then I fairly lost my temper & threatened first to knock Lessor But down for his impudence & then to send him back to Sinagar - he meantime saying he would do the same for Sumdo, who had gone down - too late - to "hassle" the ibex. Then home on very strained terms - L.B. much hurt, but evidently aware he had done wrong - however the arrival of Sumdo with the head - very thick & good horns & very nearly 3 1/2 inches - smoothed matters & L.B. apologizing, we were all on friendly terms again. Must have got up nearly 12,000 ft today & I found great difficulty in breathing when going up hill.

Stalker in May.

Marched on . . . 14 days — one black bear stalked & hit whilst marching — 31st.
 Stalked on . . . 12 " .
 Saw game on . . . 9 " .
 Stalked game on . . . 9 " .
 Shot at game on . . . 6 " .
 Hit game on . . . 6 " .
 Killed game on . . . 4 " .
 In camp . . . 6 " .

Total from March 11th to May 31st —

Marched on . . . 38 days — one bear stalked & hit whilst marching.
 Stalked " . . . 24 " .
 Saw game " . . . 13 " .
 Stalked game " . . . 11 " .
 Shot at " " . . . 8 " .
 Hit " " . . . 8 " .
 Killed " " . . . 6 " .
 In camp " . . . 20 " .

"Seeing game" means seeing game within an approachable distance.

"2nd barrel" shots at other animals than the one stalked are not counted.

1905.

556 miles.

May 30th.In camp. (marching)N. end of Kalam mals.

Off about 6 & moved down to the big camp at Kalam village, getting there about 8. Men busy carving ibex skin & getting cookies for tomorrow. A child here almost white!

May 31st.In camp. (marching)Sol.

Off about 6, 30 & moved down the mals to Sol. About half way there saw 2 black bears "honey mooning" on a ledge running along a nearby foreisice. After waiting a decent time, climbed up to the ledge - a very stiff climb - leaving dasroo with the telescope below to direct us. We went along the ledge, but could not get on very far & had to come back & try again lower down, where we found a way, though a very nasty one. Went along very cautiously & eventually I saw one of the bears looking at me not 30 yds away out of a thick bush. I could only see his head - he must have been asleep - & holed off with the .375 where I guessed his body should be. He tumbled out of the bush growling & howling - evidently hit - & rolled down some steep rocks & vanished!!! We looked all over, but could see no traces of him anywhere. The other one bolted whilst I was reloading. A long & very hot climb down to Sol, which we reached about 4. Joshes all waited & saw the bear shiker.

June 1st.In camp. (marching)Angai mals.

Off at 6, 30 & had a terribly stiff climb up to Angai village, which we reached about 11, 30. Joshes in at 2. I think I was more beat than I have been all the time I have been in Karakoram, except the march from Nogulmaidan to Keshkwar. Shot at a cock shukor about 50 yds away with the .256 & blew him into two pieces. Saw some wildroses, also 2 goral a long way off. Beautiful camp in the village & crowds of people about. A tremendous hail storm came on & nearly blew my tent down - all the men had to hold it.

June 2nd.In camp. (marching)N. end Angai mals.

Off about 7, 30 - camp following - further up the mals. Spied all day, but only saw some females & 3 moderate bucks - could not see the big ibex which came this way from Kalam mals on the 28th, but did not see all the mals.

Signs of fine weather.

Pale sky at sunset - clouded or clear.

Frey sky in morning.

Low dawn.

Soft looking & delicate clouds.

Sea & fog.

Signs of bad weather.

Red sky in the morning.

High dawn - first sign of dawn seen above a bank of clouds - = wind.

Hard edged clouds = wind.

Rollled or ragged " = " strong.

Yellow sky at sunset = " (bright yellow.)

Pale yellow " " = rain.

Heaviness of atmosphere.

The State sends men all over the country to count the deodars - an impossible task to do properly in the time they take to do it, unless they make a rough guess. The deodars are sold to a railway company in India for sleepers & a very big profit is made out of them, which is controlled by the State forest, not the Maharajah. Englishmen are at the head of the Forest department, but there are very few of them, only about 4 for the whole of Kashmir, which is over 70,000 sq. miles in extent.

There must be immense quantities of deodars in Kashmir & Kohistan, but none in Ladakh & Jaskhar - No trees in the latter countries except a few willows & poplars & they are very small.

1905.

582 miles.

June 3rd.In camp.N. end Angai nala.

Off early & went up the nala as far as there was any place free from snow. Saw 17 female & 3 small male ibex, but no sign of the big one, so came back to camp about 12.

Threw a ball. Sumdo & Lasso went to see if the big ibex had gone back into Kallu nala. Turned very stormy. Coming back to camp, had a very nasty place to get down, which we managed by means of the tiffin basket blanket, which we tied to a root & then let ourselves down by, but I was very glad to get down. The men came back having seen nothing, so it is concluded that the big ibex must be somewhere lower down the nala & we move S. tomorrow, but there is a difficulty about coolies, the "doctor counting" men having taken them all.

June 4th.In camp. [marching.]S. end Angai nala.

Off about 7, 30 & marched down the nala to another village called Angai. Went out to top of the hill on the W. side to see if there are any traces of the big ibex & back very late, having seen nothing. Very disappointing. Had a long argument with Lasso. But at night - he wants to go to a nala called Gunarhi - 2 days long march^{S.} - but as we have provisions for only 10 weeks - of which 6 have gone - I decided to go on to Dook & try for ibex in Janskar. It is only hearsay about the big ibex at Gunarhi & would mean a fortnight wasted if not successful.

June 5th.In camp. [marching]Sol.

Off about 6, 30 & marched down the nala. When we got to where it joined the Phanda Bapma valley, we saw a goral below us. Went down & got within about 130 yds of him, but he was standing under a bush & I could see very little of him. Loosed off with the .25's & hit him in the shoulder. He rolled down some distance, got up again & went towards the river. Lasso But & Sumdo followed & got within 10 yds of him - evidently dying - but he slipped off the cliff plumb down into the river & was swept away. Got to Sol at 11. Saw a mark deer. Went out about 4 P. to see if we could light on another goral, but could not see one. A very heavy snow & hail storm came on with thunder which has made it much cooler - it was awfully hot today at Sol.

Trinagar to Islamabad, Kishtwar, Atooli, Padam & Leh.

1. Trinagar to		<u>5235 ft.</u>	
2. Pamphur.	10 miles	} by boat.	
3. Manbel.	40 "		
4. Breek.	12 "		Good road.
5. Doozoo.	14 "		" "
6. Kodan.	8 "		Steep "
7. Phingram.	19 "	cross Phingram pass - <u>12,300 ft.</u>	On snow mostly.
8. Inogulmaidan.	13 "		Good road.
9. Kishtwar.	12 "	<u>5,300 ft.</u>	" " very steep finish.
10. Bagni.	15 "	<u>6,900 ft.</u>	" "
11. Pyas.	9 "	<u>7,000 ft.</u>	Steep " galleries.
12. Sidrari.	8 "	<u>7,000 ft.</u>	" " "
13. Siri.	8 "	<u>9,000 ft.</u>	" " "
14. Atooli.	14 "	<u>6,363 ft.</u>	Good road - level.
15. Phuroti.	12 "		" " "
16. Machail.	6 "	<u>9,690 ft.</u>	" "
17. Swickam.	6 "		Thorough path - steep.
18. Shinnusi.	10 "		On snow & rocks - very steep.
19. Goudra.	14 "	cross Umari pass - <u>17,400 ft.</u>	on glaciers - rough path to Goudra.
20. Utting.	10 "		Bad path - avalanches.
21. Padam.	12 "	<u>11,370 ft.</u>	Level stony path - ponies.
22. Phagga.	10 "		
23. Himchi.	12 "		
24. Pira pass.	7 "		
25. Pira.	8 "		
26. Gelchunq.	6 "	cross Singa-la pass - <u>16,600 ft.</u>	
27. Phutakera.	10 "	cross Lirsira pass - <u>16,300 ft.</u>	
28. Honupatta.	10 "		
29. Samaguru.	16 "	<u>11,240 ft.</u>	
30. Gurla.	20 "	cross the Indus.	
31. Sarpul.	15 "		
32. Nemo.	13 "		
33. Leh.	18 "	<u>11,500 ft.</u>	
	<u>409 "</u>		

1905.

596 miles.

June 6th.In camp. (morning)Golabgarh.

Up at 4, 30 & went S. down the valley to look for a goral, but did not see one, & as it came on very wet, went back to camp. Slept up at 11, 30 so started for Golabgarh & got there at 3. Foodies in at 4, 30. A very rough rocky road in places & it gets up a great height above the river to avoid precipices. Passed through a lot of dwarf bamboos & very luxuriant foliage all the way. Saw two men from Janskar - very small & like Chinese. They had come to buy sheepskins for winter clothes. A hard days work & very tired. Rain at night.

June 7th.In camp.Golabgarh.

Deluge of rain all night. Put in 12 hours sleep & had a bath & shaved & my hair was operated on by Lasso But, with a very ridge & furrow-y result. Went & crossed the Bhutna river & climbed over some bad ground after some goral which had been seen from camp, but though Lasso But nearly had on two I was some distance away & did not get a shot. English mail came in.

June 8th.In camp.Golabgarh.

Went off up the Bhutna valley to get news of Alex, so up late & had a bath - two days running!!! - & wrote letters. About 3 went to the same place as yesterday, only more on, after a bear which was seen this morning. Did not find it & only saw a goral too small to shoot. A bad place for stalking as there are so many trees. Saw four of the biggest deodars by far I have yet seen close to the village across the river, but much cut about to get honey! - so they say.

June 9th.In camp. (morning)Ghur.

Up early, but as some of the coolies did not arrive, did not get off till 7. Went along the Bhutna river - a very good road - & crossed by a very rickety wooden bridge at Ghur & went on past the village & up the hill - a stiff climb. Just when we got to the camping ground, we heard some children shouting, but paid no attention. It turned out later that a black bear had come close to them. Later there came on a very heavy storm so did not go out after him.

Lek to Srinagar & Dras.

1. Lek to		
2. Kemo.	18 miles	
3. Laspul	13 "	
4. Kurla	15 "	
5. Samayuru	20 "	cross Indus.
6. Kurbo	15 "	cross Fotte-la pass - 13,440 ft.
7. Maulba	11 "	cross Hamyka-la pass - 13,500 ft.
8. Margil	23 "	
9. Terhgam	23 "	
10. Dras	16 "	
11. Matayan	15 "	cross Jogi-la pass - 11,287 ft - from Matayan to Baltal.
12. Baltal	16 "	
13. Sonamarg	9 "	
14. Ganganair	8 "	
15. Gond	7 "	
16. Nangan	13 "	
17. Gonderbal	11 "	
18. Srinagar.	14 "	
	<u>247</u> "	

Saw the tracks of a very big ibex & those of a leopard evidently stalking him.
In one place the leopard had made a big spring, but had missed the ibex.

1905.

6 1/4 miles.

June 10th.In small tent. (morning.)Four mals.

Footies late, so not off till 8 & had a very stiff climb up the hill, rather to the E. almost to the top. Got to the camp place about 12. Footies in at 2.30. Saw 14 female & 3 male ibex as we came up, but rain came on so we postponed operations till tomorrow. One male looked to have a good head. Sahib pitched his camp on the other side of the river, going W. Round the camp are a lot of very pretty pink flowers with yellow centres - in wet ground only - also some very small dark blue flowers - some rather like our lilac - all on short stems & growing in big masses - very jolly to look at & a very bright effect.

June 11th.In small tent.Four mals.

Off at 6 & climbed up the mala due S. Saw nothing except 3 females, so sent Ladoo & the local man on. They came back having ^{seen} 30 ibex all together - male & female - but as none seemed much over 35 inches & the way up to them was considered to be too risky for one, they were left alone. It certainly looked awfully bad. Then went N. & saw 17 females & 3 males - one male looked about 36, but as it was getting late further proceedings were postponed till tomorrow. Very cold last night & small tent awfully draughty. Very hot indeed in the middle of the day & I got a bad "head." Back in camp about 5, & about 6, Ladoo came rushing in to say that he & Nishoo had seen a good ibex coming down the hill into the mala about a mile N. of camp. I hurried on a pair of grass shoes - with no socks - & ran up the hill till I was nearly sick & eventually arrived at the place where he had left L.B. but he was nowhere to be seen. After searching for some time Ladoo arrived & said he (L.B.) had gone down into the mala. At the same time I saw the ibex coming down the hill the other side of the mala feeding slowly down. We pressed our way ^{down} through an awfully thick jungle but could not find L.B. I could have had a shot at one ibex, but he was over 200 yds away & the light was getting very bad. Moreover I could not quite make out the size of his horns - they looked pretty good - & was mindful of the row this was when I last shot at an ibex when Ladoo had been away & killed the wrong one - so refrained. However I was very angry & impressed upon L.B. what an infernal muddle he had made of the whole thing - which he did not deny. Saw some rhododendrons in flower.

Lesno Bet told me that in old days it was the custom for people to put walnuts covered with a sheet of birch bark on narrow places where ices or taks were accustomed ^{to pass}. Any animal stepping on to them at once slipped off & was killed. He also found - not many years ago - an arrowhead in a black bear's body. In the Urash Nala - Wardwan - rope snares were used formerly to catch ices. Now natives are supposed not to kill game, but doubtless do in the winter, but run a great risk of being avalanched if they do.

1905.

620 miles.

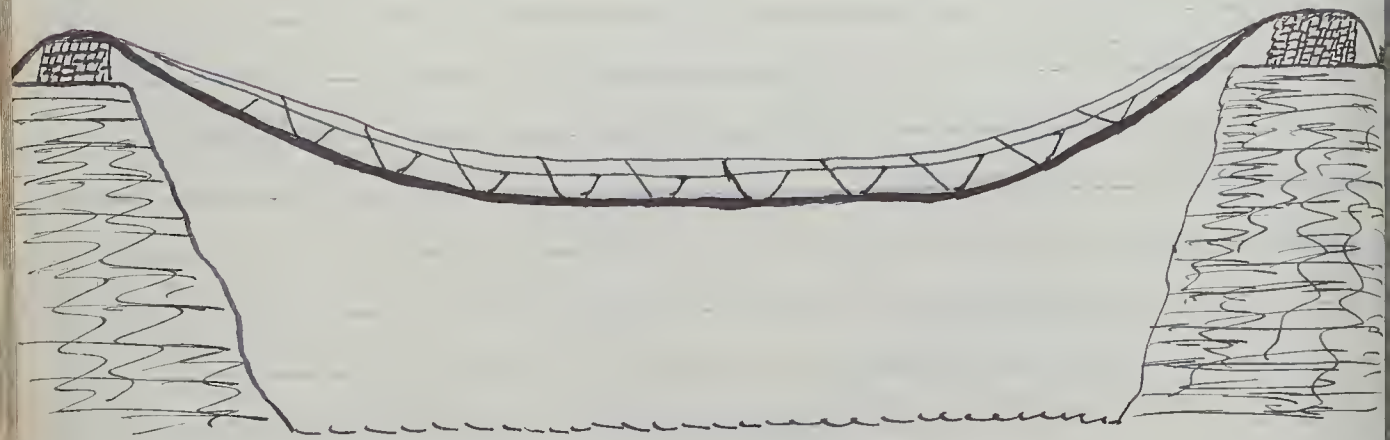
June 12thIn small tent.Four males.

Up at 3:15 & off at 4 to the place where the parca occurred last night. Saw the same two ibex & some females feeding up the hill due E. They settled down in a good place & we proceeded to go up after them, but were stopped by an avalanche, over which they must have seen us if we had crossed. Waited for some time trying to find a way & in the meantime the ibex moved again N. to a very bad place. Luckily they again shifted & we got under them across the avalanche & went up a fairly easy way. No luck would have it, we walked on the top of two females just as we were getting near them. They bolted up the hill & we bolted after them & got to the place we wanted to find all the females gone & the two males slowly going up a narrow mala leading out of the big one we were in. They were over 200 yds away & I was absolutely blown & could not get a rest. The big one stopped for a moment so I had a go & most luckily hit him & had two more shots at him as well. He went on & dumdos saw him very sick, but he & dasso but could not get near him - it was much too bad a place for me to go to - so dasso & dumdos went after his tracks & d.B. & I went home. When we got to where we started this morning, we saw the ibex standing under a tree very sick indeed, but a very long way up. I was too tired to go, but d.B. insisted on going, so took the rifle & went up a little way, when by the greatest of good luck dumdos & dasso appeared above the ibex & he staggered down the hill right onto dasso but, who settled him. A very old thick head of 37 inches & 28 3/4 in. My first shot had hit him under the eye & gone out by the rest of the ^{opposite} horn, ~~another shot had hit him there~~ & why it had not killed him dead is a mystery. Saw a great many very varied rhododendrons growing very high up.

June 13thIn small tent. [Marching.]In how.

Up late & bathed & shaved. Off at 9:30 - camp following - I had a very steep & hot march down into the valley & along the banks of the river to Inhow, which we reached at 1:30. Fished in at 2:30. The big camp has gone on to fish hole. Men went out to look for goral after we got in, but only saw some in very thick jungle & it was hopeless to try & get at them. Very hot & stuffy in the valley. Saw some flowers very like sweet peas, only on a short stem, coming down the hill this morning - dead holly leaves made the ground most awfully slippery.

English mail received today - the last for some weeks.



Rope Bridge in Jankar.
(Bottom rope much too thick.)

1905

628 miles.

June 14th.In camp. (marching.)Macnail.

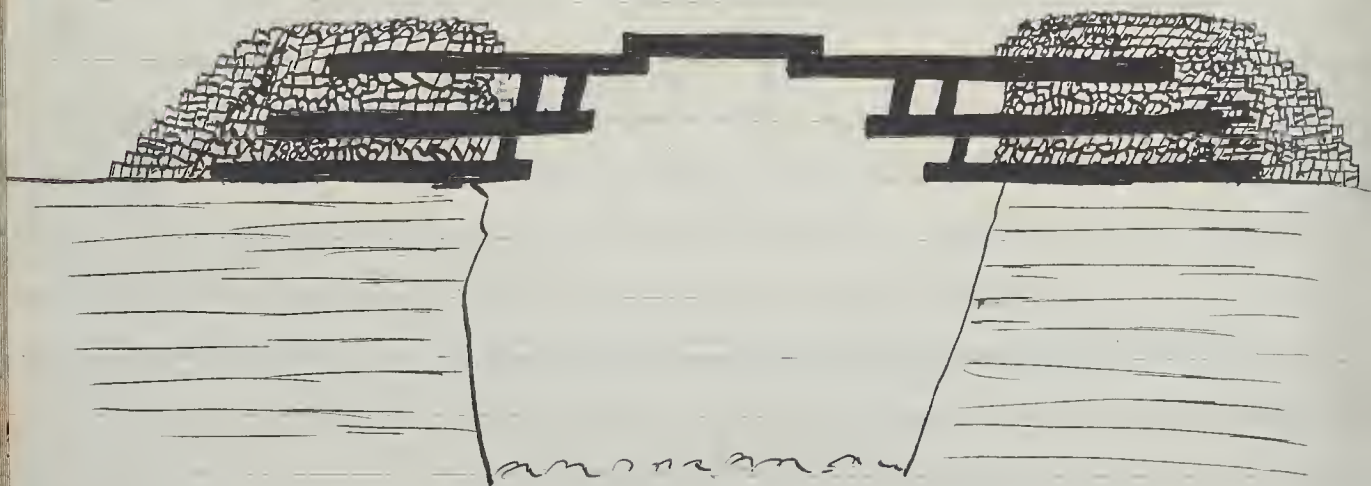
Off at 7 & marched past some very fine rapids & waterfalls along a good road to Phishote. Got there at 9 & settled to go on to Macnail, but had to wait for cookies from Inow & did not get off till 11.30. The country gets very wild & desolate after leaving Phishote & the road ascends steeply most of the way, blocked frequently by tremendous avalanches. Got to Macnail at 3 & cookies in at 4. Lasso But very greedy, but determined to get to Macnail, as there will be difficulty about getting cookies for the pass — one sahib has just gone over, the first this year.

June 15th.In camp.Macnail.

Interviewing of Lambadars, etc. re getting cookies for going over the Umari Pass, so up late & bathed & shaved & wrote letters. Bought a very good pair of puttees. Jundoo went down the Danlong nala & saw some ibex & also met two men who had come into it from Kallum nala, who had passed the dead body of the big ibex "skatched" on May 29th. Great rejoicings at this, as they say he is a big one.

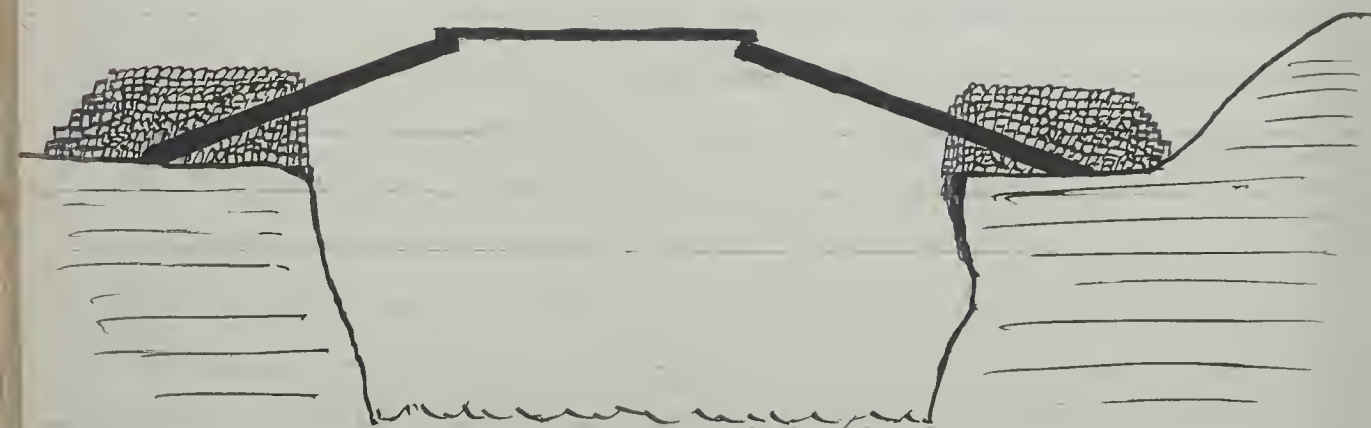
June 16th.In small tent. (marching.)Danlong nala.

Off about 9 & turned S. into Danlong nala — passing over an avalanche which had killed 8 men in March. Passed 2 men who were guarding the entrance into the nala from which the Maharajah gets some kind of precious stones & which is said to be full of the "biggest ibex" — it has been closed for 10 years. Got to camping ground about 12, having to cross the river on a very insecure snow bridge. Jundoo with the two Kallum men went early this morning to bring in the dead ibex head. Lasso But went out & speared a good ibex. He says in old times people found a good many precious stones in these parts, but did not know their value at all. Men from Srinagar heard of it & used to come & get them for next to nothing — as playthings for children — but it was of course spread about in time & eventually the Maharajah took over the places. It appears the stones are found in landslips. Now a lot of men are on guard all round & search people & horses. No doubt the natives occasionally find them & smuggle them away into India.



Bridges over Phutna river - from 30 to 50 yds wide.

Namyana has at least 450 miles to go before he can report us - of which he will have to do 400 on foot & the rest by river.



1905.

646 miles.

June 17th.In camp (small tent.)Senlong nala.

Up late - very cold at night. About 1 Sundoo appeared with the ibex head, which measured $42\frac{1}{2}$ ins. in length & 11 ins. girth - a very good one as they go nowadays. It was found about $\frac{1}{2}$ mile from where I had shot at it & was hit high up near the spine - had evidently died on a rock & fallen down. No decent ibex to be seen today in this nala, so did not go out & decided to go back to Machail tomorrow. The bullet had splintered the ibex's spine, but had not actually broken it.

June 18th.In camp (marching.)Machail.

No coolies to be got, so eventually got about a dozen women, who did well. Got off about 7 & got to Machail about 9, 30 - the "ladies" taking a considerably longer time. Dropped & broke my watch, but luckily have another. Sent to Sinager.

June 19th.In camp.Machail.

No coolies arrived last night, so have to stay here today. Ramyana went off early with 3 ibex heads, 2 head & body skins, 2 brown bear skins & 1 skull, 1 tiger head, head & body skin to Mahadoo at Sinager - it will take him a fortnight to get there & he goes back via Lih. Thaved & batred & tidid up generally.

Jan 20th.In camp (marching)Preyas.

Off about 7 & marched as far as Sugail, when we were stopped by a guard, who wanted to search all my yak duns, etc, etc for hidden precious stones. However after a lot of talking, the officer consented to listen to "tsaron" & accompanied us to his head quarters at Toompam, where I signed a paper declaring that all my & the coolies baggage had been searched & also that I had Rs. 750-10 with me.

After Toompam a very rough rocky path into a ^{barren} flat valley covered with stones & in places very marshy. Encamped just below the snow & at about the level where the Herkes end. No wood to be got after today till we get to foura.

An R.A. man by name Piddell has gone over the pass - 17,400 ft high - just in front of us - met his coolies coming back. Two good ibex were seen on the N. side of the nala this evening, but as the coolies only have food for five days, we can't wait. Bad luck, as they are in an easy place.

Ladakh, of which Lansker is a part, contains the loftiest inhabited district in the world.

A part of it is below 9,000 ft. & a large part of the population live at elevations of from 12,000 to 15,000 ft. This is the height of the valleys & plateaux, the mountains averaging from 17,000 ft. to 21,000 ft. & many peaks are 25,000 ft. high.

Cultivation is entirely dependant on irrigation.

The people are of Mongolian type - short, compact & ugly - & their height scarcely exceeds 5 ft. The men wear woollen caps with ear flaps, a pig tail, a very thick long sleeved cloak or choga, loose trousers & felt gaiters & boots. The women long gowns, with pleated skirts, sheepskin chogas & a cloth cap. On gala days they wear flat leather shoes reaching from the back of their head to their waists & ornamented with large turquoise & other stones.

They drink chang - a kind of barley beer - are "conspicuously lacking in chastity" & never wash.

The climate is one of extremes - very hot in the day time in summer, owing to the vast tracts of barren rock & sand, which reflect the heat from a seldom clouded sky. But very cold when the sun is down.

In winter the cold is of arctic intensity & accompanied by bitter winds.

Snow seldom falls to any depth & in summer there are but few slight showers.

No trees, except a few poplars & willows in one or two places.

Wherever in the ravines or slopes, any area suitable for cultivation occurs, attempts are made to irrigate it by long & painfully constructed canals.

Wheat; barley & buckwheat are the only cereals - "grain" - coarse grained barley is the most abundant & ripens at 13,000 ft. & even 14,000 ft.

The zho-hybrid between the yak & common cow - is used for ploughing.

Trade is carried on by Garkandis or half breeds - Organs - & the Mohammedans of Parik. Products of the country = wool, borax, salts & dried fruits.

All the wool used in Kashmir is from Ladakh, whose upland pastures, though barren, support immense herds of sheep & goats.

1905.


660 miles.

June 21st.In camp. (marching)Bugyon Nivian

Camp off at 6 & went along the valley due E. for a little way & then turned N. & had a very stiff climb over rocks & snow for 5 hours, when we encamped by the side of a big glacier—mostly covered by snow, but with the green ice showing in places. Very fine rugged mountains all round & the ^{narrow} valley ^{or nala} we are in entirely filled by the glacier. Most of the men suffered from headache & shortness of breath, but it did not affect me much that way. Borrowed a soldier, who was very bad & could not stagger along without help, & helped him along. Got in at 2. Went up a narrow nala like a funnel nearly all day. On one of the mountains was an upright pinnacle of rock, which the Hindus worship. Paddell—the sahib in front of us—turned N. after ibex before he got to the pass, so we are lost into it this year. Sent the soldier back.

June 22nd.In camp. (marching)Lower.

Up at 2 & camp off at 3—very difficult packing things up by moonlight. Went along a nala on the glacier due N. for some time, then had a stiff climb up some snow & ice on to a very wide & long glacier, which joined the lower one by means of some very fine cliffs of ice. By this time most of the coolies—especially Laxoo But—were very bad—their heads & hearts troubling them a lot—but curiously enough the rarified air bothered me very little indeed, so I went on with Sundoo, Moddoo & the local guide & left the others to come on as they could. Were much hindered by crevasses & the local man soon got so bad that he had to stop about every 50 yds. However we reached the summit—17,400 ft.—at 7.30. There was a Hindu god—made of sticks & cloth—at the top—a narrow passage between two high cliffs—the guide prayed to it & added a piece of cloth to the collection. A very steep descent on snow to another glacier down which we went till we joined a valley & then turned N.E. & scrambled along huge boulders—a snow storm coming on & making it bitterly cold—till we got to a level piece of ground where we pitched the camp. Got in at 11.30, Laxoo But at 1.30 & the coolies between 4 & 5—all having had quite enough. Saw some marmots & also a flock of sheep & goats, which had come over the pass, carrying salt in panniers to Janskar. They carried quite heavy loads & had had no food for 24 hours at the least. No trees after we left Bugyon—the country the other side being simply stones, rocks, & snow. Very chilly tonight, but we are still nearly 14,000 ft up.

All Jankar men, when on the march, carry a stick shaped thus  which answers exactly the purpose of our "shooting sticks". It is very useful when they are carrying heavy loads, as if they sit down in the usual way with one on their backs, they cannot get up without help.

The cattle in this country have tails like horses.

Men & women dress exactly alike in Jankar — trousers & a kind of ^{long} loose Norfolk jacket, tied round the waist with a turban — they wear a sort of felt cap coming down over the ears or a cloth cap.

xxx Killed on the 25th Jan or six miles down the valley.

1905.

674 miles.

June 23rdIn camp.N. of Gowa.

Off about 7 & shifted the camp about 3 miles down the valley, which is uninhabited. Tied up & did accounts—have Rs. 454 left. Saw some ibex— one looked to be a good one— on the N. side of the mala, so afteriffin went S.W. over the river & had a stiff climb over huge loose boulders to the place where we thought they would come down to feed— the wind all the time being very changeable & tricky. Unluckily they fed in exactly the opposite way we expected & on to ground where it was hopeless to approach them except from above, which seemed quite impossible as there were sheer cliffs rising up from where they were. However eventually a ^{"chimney"} ~~passage~~ was found in an angle— a horrible looking place— up which I—in a deadly funk— was pulled & shoved by Sumdoo & the local. At the top we went along a narrow ledge & looked like getting up to them, when suddenly they got our wind & the females bolted— the males following them slowly. I ran— or rather stumbled— all I know to a rock from where I could get a shot— helped along by Sumdoo over very bad loose stones & got there just in time to have a shot at the bara wallah at about 200 yds. Was very blown & missed him & he ran back. ^{xxx} Another good buck was behind, shot just over his shoulder, then hit him, & then nearly scratched his nose. He bolted away & Sumdoo went to the place & found a lot of blood, but was soon stopped by a bad rock, so came back. An awfully tiring walk back to camp down a very steep hill side covered with loose stones which gave way whenever one trod on them— a nasty precipice at the bottom if one did slip— altogether the most dangerous ground I have been on up to now.

June 24thIn camp. (marching.)Altin.

Jumped off about 6.30 & marched due N. along a very bad path with some nasty steep avalanches to cross. Lasso But spied the wounded ibex about 3 miles from where I shot him yesterday looking very sick, but as he was on very bad ground, he went after him with Sumdoo & the local. I went on & about 10 entered a very rocky plain surrounded by brown bare hills & pitched the camp at Altin— a few houses built of mud bricks. Hunted & killed a marmot on the way. Passed the Sumkum Monastery, perched high up above the stream with two cultivated fields below. Lasso But back about 5, having been all day after the ibex, but never getting within shot of him. He came on almost to the cliffs above the plain.

Janakia people are all Buddhists.

The monks or lamas wear red robes & seem to form the majority of the inhabitants.

When a man dies, they keep him above ground as long as possible, then tie him in a sitting posture & cremate him. The ashes of the first bone that becomes calcined are mixed with clay, moulded into an image or small pyramid, & placed in the *phorten*.

A "*phorten*" is a sepulchre with generally a rectangular base built in steps & a domed urn thereon. Another form is a doorway, over which the urn is placed. These often mark the approach to a monastery or village.

Each man has one of his own - poor people a common one.

A "*mani*" is a rectangular or cylindrical mass of stones generally from 4 to 6 ft high. The largest are $\frac{1}{2}$ mile long & 42 ft broad. The whole of the upper part is covered with carved stones with inscriptions, images of *fiat*, sheaves of corn, etc. If a man wishes to have a good harvest, he puts up a stone with the latter.

A Buddhist must always pass "*mani*" on his right.

When a woman marries an eldest son, she marries all the brothers residing in the house as well.

An *hiroos* chooses a man to marry, but can divorce him at will.

1905.

698 miles.

June 25th.In camp.Along.

Went off early to try & get the wounded ibex, so up late, bathed & shaved & mended clothes. Laceros But in about 4, having found the ibex very sick near to where they left him yesterday & settled him with one shot. I had hit him in the stomach. Horns 37 inches in length & over 10 inches in girth — they thought he was much bigger. A lot of monks came & inspected the camp this afternoon — dressed in red robes.

June 26th.In camp. [Marching.]Padam.

Went off at 6, 30. I rode a fair grey pony — it tumbled down once, but as I did not tumble off, no harm was done. Went along a flat plain almost entirely covered with rocks & boulders & hardly able to be cultivated except in a very few places — with high bare hills on each side — to Padam which we reached at 11, 30. Took a gaker in at 1. Padam — the "capital of Gandkar" — consists of about 12 houses under & round a small rocky hill at the S. end of a hilly plain. There are about the same number of trees as houses. Passed a good many "thortens" & "moni" on the road, the latter with some very well carved stones on them. Sun very oppressive — no shade at all.

June 27th.In camp.Padam.

Find the route to the nala we want to get to is stopped by a flooded river, so shall have to go more south & round. Busy buying flour, as we can get none where we are going to, getting chairs & tables, etc mended. Hear there is a schile on in front & one close behind us.

June 28th.In camp. [Marching.]Ruroo.

Went off at 6, 30 & marched due S. by the side of the Natchal Simda river along a fairly level though very stony path between hills which are getting more like domes though with nothing but rocks on them — neither trees nor grass. Passed a monastery in some green fields & with some poplars below it — as usual it was perched high up on some rocks — which looked quite a picture in such a barren country. Passed through a narrow gorge & then into a stony arid plain. In at 1, 30 — coolies at 3.

Shikar in June — & from March 11th to June 30th.

In June —

Marched on	18 days.
Stalked on	6 "
Saw game on	4 "
Stalked game on	3 "
Shot at game on	2 "
Hit game on	2 "
Killed game on	2 "
In camp on	6 "

Total from March 11th to June 30th —

Marched on	56 days —	1 bear & 1 goral hit whilst marching, but not got.
Stalked on	30 "	
Saw game on	17 "	
Stalked game on	14 "	
Shot at game on	10 "	
Hit game on	10 "	
Killed game on	8 "	
In camp on	26 "	5 in Tanagar — 2 at Fingl & 2 at Moramulla.

1905.

725 miles.

June 29th.In camp. (Marching.)Itchor.

Off at 6, 30 & marched through a narrow gorge to a village called Itchor, which we reached about 9, 30. Lacroo But does not know this road or we should not have done such a short march. Sumdo went the other side to see if there were any shagpu to be seen & saw about 12 males, but too far off to see if they were good ones.

June 30th.In camp.Itchor.

Rope bridge over the river considered too bad for me to go over, so men busy all the day repairing it. Left late, bathed & shaved & tidied up. Surt very bad & covers everything in the tent an inch deep & quite impossible to keep anything decent. Rather fancy there is a disinclination to go on just now, but why I don't know, unless Lacroo But is afraid we shall make up our bag too soon — we have two months to get Barkul, shagpu & ammon. L.B. is getting very bad on the march — he can go well on shikhar, but gets awfully beat when on the road & invariably takes much longer than I do — generally says he is ill. The country is getting much less precipitous, but I am junking these rope bridges — there being no wood in the country, they are the only means of crossing the rivers.

July 1st.In camp.Itchor.

Early this morning Lacroo But came to my tent & said a terrible accident had happened at the rope bridge. It appears that somehow the ^{side} rope slipped & 2 men fell into the river & were drowned. L.B. wants to make out that he did not tell the men to repair the bridge, but that they were doing it on their own account, so he says if he is responsible, he will get into great trouble at Srinagar. I endeavoured to make him tell the truth & said I would take all the responsibility myself, but it seems hopeless to attempt to make a Kashmiri go straight & apparently all sorts of garbled accounts — accompanied by bribes — are being sent to the head man at Padern & others. The whole thing was an accident & no one can be held to blame for it in any way at all. I shall write to the Resident at Leh & try & get him to send them some compensation — at present I am short of silver & must send him a cheque. L.B. says the men were repairing the bridge on their own account & will not budge from that — he declared he found them mending it on the 29th, so I don't know what to believe. Break the chair again.

Route from Padam via Phar, Jaytak, Lungtarma, Inorangla Pass,
Yar la Pass to Karnak.

1. Padam to		
2. Peroo.	15 miles.	fair level road - not pt for ponies in one or two places.
3. Itchor.	7 "	" " " " " " " " several "
4. Phar.	15 "	very bad path indeed - coolies took <u>12 hrs</u> with gals.
5. Phokital ^{N.S.-V.}	6 "	" " " " - only a track at the best a dangerous
x 6. Jaytak ^{N.S.-V.}	9 "	better path, but not pt for ponies.
x 7. Jantak.	10 "	vile path - cross rope bridge at Jochung.
x 8. Pass ^{N.S.-V.}	6 "	steep path on loose rocks & stones - good camping 9 rounds.
x 9. Ystonta la pass ^{N.S.-V.}	10 "	2 steep passes, but on a fair road - Ystonta la pass = 10500 ft.
x 10. Muur-shoon.	5 "	steep descent - cross rope bridge about 2 miles w. Muur-shoon.
11. Tutek ^{N.S.}	18 "	bad path at first - then over plateau, crossing river by wood bridge.
+12. Dmchung ^{N.S.-V.}	6 "	steep ascent, but good path over "down-like" country. 1/2 m.
+13. Lungtarma ^{N.S.-V.}	5 "	good path, but very hilly. " "
+14. Stenbrook ^{N.S.-V.}	4 "	steep rough path - mostly up bed of stream. half march.
+15. Inorangla Pass ^{N.S.-V.}	2 "	very steep rocky path - all " " " " " "
16. Loon ^{N.S.-V.}	15 "	very steep ascent & descent. Inorang la pass = 18,000 ft.
17. Lungmoché ^{N.S.-V.}	10 "	good path - ^{on} steep ascent & descent.
18 ⁺ L. of Yar la pass ^{N.S.-V.}	7 "	good path along stream - leave Jara river & turn due W.
19. Karnak.	15 "	cross Yar-la pass - 16,180 ft.

xxxx. From Jaytak direct along the river to Muur-shoon is one longish march - bad path.

++++. Half marches - on account of shikar.

N.S. = no supplies - N.S.-V. = no supplies or village - Tutek is only 3 lungalows.

Passed through Phokital Gonpa - a filthy dilapidated place inside a nobody to be seen in the place - the road runs right through the middle of the buildings.

1905.

731 miles.

July 2ndIn hotel. (marching.)Phar.

As the coolies had to come from Peros, did not get off till 8. Went to look at the rope bridge where the accident occurred yesterday — the right hand side rope had slipped off the stone round which it was fastened, nothing had broken, but it hung below the foot-rope & any body holding on to it alone was bound to go. Marched along a very bad path & got to the rope bridge below Phar about 3. Got over all right but did not like it at all. Luckily the foot rope was a very thick one & there was room for both feet on it. Went up to the village & waited for the coolies, who did not turn up till 8!!! They would not go over the bridge in the dark & of course I would not, so I had to sleep on the floor of a sort of sheep house — had an awful night, as all sorts of insects kept dropping on to my face from the roof. Which was made of strips & also crawled on to me from the floor. Had dinner off half a pot of marmalade, which was luckily in myiffin basket & some milk.

July 3rdIn camp. (marching.)Phooktal.

Went at 4 but had to wait till 8.30 before we could get our baggage over the bridge & coolies together. Turned due N. from Phar along a very bad & in places dangerous path. In places had to go along masses of shale, & as we were at great heights above the river — the Kiri Shu — with steep cliffs below, it was not very nice. Got to Phooktal at 12, coolies in at 1.30. A big Gonpa or monastery perched on the rocks close to. Awful wind & dust. Soon after we arrived nearly all the coolies bolted back to Phar without being paid, so went to fetch them back, as we can get none here. Practised, etc.

July 4thIn camp. (marching.)Geytah.

Some of the recalcitrant coolies were brought back this morning & with the help of 6 Phar, we started at 8. Loooo But, like an ass, went on & no sooner had he got out of sight, than 4 of the Phar coolies bolted back. A strange people — they were promised extra pay & food to go a march & a half, yet would not do so, but preferred to go twice backwards & forwards from Phar to Phooktal for nothing. Went along a better path than yesterday & reached Geytah at 1. Coolies in at 2.30. No village — a little plateau between very high brown bare cliffs & shale slides. Immense sheets of smooth slaty looking rock. Saw a very good ibex & some barked on the E. side of the river close together.

Karmak = fort in the language of this country.

Lumdoos = place where 3 nalas meet.

1905.

761 miles.

July 5th

In camp (Marching)

Off at 6 & went up a steep incline & through a high narrow gorge along a most vile path—

D. O. No. 544

Office of Adjutant General,

Jammu & Kashmir Army.

Dated Srinagar 8th Aug/05.

My dear Sir

I am desired by General Raja Sir Amar Singh K.C.S.D. to convey his best thanks to you for your kindly assisting the Sick Sepoy in your way to Zaskar.

Can you kindly let me know to which place the Sick Sepoy was returned by you and whether he was fully recovered or not.

Yours Sincerely
 Forman Ali Khan Major General

Tantak.

aces not bristles wide & generally
 d away altogether— to the foot of
 the water & not very long— a 2 got over
 was in the middle, which I did at the
 which makes one feel very puny— the
 L.N. along an apology for a fault— the
 way & with a big drop into the river if
 a flat plain with masses of stags miles
 a general day. In at 12, 30 & issued at 2.
 — I look very good, but L.B. says the one
 is down. Last sarik was here 2 years ago.

Tantak.

loosely not here in the open. Saw 30
 But saw over 30 buried in the green muck
 off to see what size they were. The idea
 is more tedious out of temptation or—

Jso 3 Jsk 400.

be quite 45 inches— but we dragged
 S.E. up a very steep path to where we

Saw 9 nearly at the top, but something
 put them off & they vanished. The sun was most frightfully hot & the stones so heated
 that one could scarcely touch them. The torrid air & the blazing sun & not even a
 rock to shelter under made me feel very bad. Eventually we saw about 20 buried
 under a high cliff & had to make a most hasty approach on loose stones to the
 edge of the precipice, which frightened me a good deal. They evidently heard the
 noise we made on the loose shale & were moving off, but I shot at one at about 140 yds
 straight below me when he stood for a moment. The men were certain I hit him, then
 the rifle jammed & by the time I got it righted, they were a long way off, but I had two
 more shots before they vanished— both misses. I saw a lot of blood, but no buried.

Karnak = fort in the language of
Lundoo = place where 3 rivers meet

1905.

761 miles.

July 5th

On camp (marching)

Tantak.

Off at 6 & went up a steep incline & through a high narrow gorge along a most vile path—
 places not bricked wide & generally
 led away altogether— to the foretelling
 the water & not very long— & I got over
 war in the middle, which I did at last
 which makes one feel very puny— the
 at N. along an apology for a path— the
 way & with a big drop into the river if
 it a flat plain with masses of staghorn
 fern yesterday. In at 12, so a crisis at 2.
 I & I look very good, but L.B. says the one
 low down. Last sarik was here 3 years ago.

To

Captain R.C. Cockburn
 of Cockburn's Agency
Srinagar

Tantak.

Supper hot here in the sun. Saw 30
 But saw over 30 burkel in the green malar
 far off to see what size they were. The idea
 we were tormented out of temptation or—

Tso S Tok foo.

to be quite 45 inches— but we dragged
 in S.E. up a very steep path to where we

Saw 9 nearly at the top, but something
 put them off, & they vanished. The sun was most frightfully hot & the stones so heated
 that one could scarcely touch them. The torrid air & the blazing sun & not even a
 rock to shelter under made me feel very bad. Eventually we saw about 20 burkel
 under a high cliff & had to make a most hasty approach on loose stones to the
 edge of the precipice, which frightened me a good deal. They evidently heard the
 noise we made on the loose shale & were moving off, but I shot at one at about 140 yds
 straight below me when he stood for a moment. The men were certain I hit him, then
 the rifle jammed & by the time I got it righted, they were a long way off. But I had two
 more shots before they vanished— both misses. Sumdo found a lot of blood, but no burkel.

Karnak = fort in the language of
Lundoo = place where 3 nalas meet

1905.

761 miles.

July 5th.In camp (marching)Tantak.

Off at 6 & went up a steep incline & through a high narrow gorge along a most vile path—on the top of high cliffs above the river & in places not bricked wide & generally covered with loose stones when not avalanched away altogether—to the Jotung tope bridge. Not a bad one luckily—close to the water & not very long—& I got over all right, but it began to sway a little when I was in the middle, which I did'nt like at all. Each step one takes, it "gives" in front, which makes one feel veryumpy—the two side ropes are too thick to grasp. Then went N. along an apology for a path—the worst I have been on—on loose stones the whole way & with a big drop into the river if one slipped—to Tantak. The river flows through a flat plain with masses of stalagmites on the W. bank—We passed quite a host of them yesterday. In at 12, 30 & cooked at 2. Saw 20 male ibex on the opposite side of the river—& look very good, but L.B. says the one we saw yesterday was 45 inches. They fed quite low down. Lastahib was here 3 years ago.

July 6th.In camp.Tantak.

Ran up early to look for burlak, so bathed & shaved. Awfully hot here in the open. Saw 30 male ibex on the opposite side of the river & Laroo But saw over 30 burlak in the green mela due S. & about 10 in a mela to the E. but too far off to see what size they were. The ibex came right down tonight—& look over 4000— but we move tomorrow out of temptation or—

July 7th.In camp (marching)To 3 Jotk foo.

34 male ibex in view this morning—4 look to be quite 45 inches—but we dragged ourselves away at 6, 30 & marched due S. then S.E. up a very steep pass to where we saw the burlak yesterday—camp following. Saw 9 nearly at the top, but something put them off & they vanished. The sun was most frightfully hot & the stones so heated that one could scarcely touch them. The rarified air & the blazing sun & not even a rock to shelter under made me feel very bad. Eventually we saw about 20 burlak under a high cliff & had to make a most hasty approach on loose stones to the edge of the precipice, which frightened me a good deal. They evidently heard the noise we made on the loose shale & were moving off, but I shot at one at about 140 yds straight below me when he stood for a moment. The men were certain I hit him, then the rifle jammed & by the time I got it righted, they were a long way off. but I had two more shots before they vanished—both misses. Tumdoo found a lot of blood, but no burlak.

Route from Leh to Hanle via Pukchen.

1. Leh to Shushot.	12 miles.	cross the Indus.
2. Marselang.	13 "	Kulu trade route.
3. Uchki.	10 "	" " "
4. Yga.	18 "	13,500 ft.
5. Lebunq.	15 "	15,776 ft. cross Tagalong pass.
6. Pukchen.	14 "	15,874 ft.
7. 18. Plakanka camp.	24 "	14,300 ft. cross Plakanka pass.
9. Rakpogoding camp.	10 "	
10. camp.	16 "	cross Rakpogoding pass - 18,000 ft.
11. Muryok.	10 "	14,000 ft. Reach N. shore of Tso-moriri lake.
12. Kiangdum.	13 "	14,900 ft.
13. Dongan.	19 "	cross the Surbo-la.
14. camp.	20 "	cross Lanak pass - 18,100 ft.
15. Hanle.	20 "	

1905.

777 miles.

July 8thIn camp. (marching.)fotoonta la pass.

Off about 7 & had a stiff climb up to the top of the pass. Then went due E. along a level path & then S. over the fotoonta la pass—15570 ft high. Caught up daaroo & But & Tumboo, who had been after the wounded kerkel & had seen it, but said they were stopped by "bad rocks," which means the poor brute had gone the opposite way to which we were marching, so they left it. I was much annoyed. Went down the pass & encamped on a patch of rough grass. Fairly hot & the sun like a furnace & a lot of steep climbing to do. Got in about 2 & I was at 3. Saw some kerkel near camping ground, which is surrounded by huge rocks & cliffs, but they saw us first & fled it. A hard days marching—2 passes to be climbed. Very bad head.

July 9thIn camp. (marching.)Mur-shoon.

No kerkel to be seen, so off about 7 & marched down a very steep descent & through a very high & narrow defile to the Jankar river, then W. down its banks to a rope bridge—a long, highish & not very good one—and E. along the opposite bank to Mur-shoon. In about 9, 30 & cooked at 11, 30.

July 10thIn camp. (marching.)Tutak.

Off at 6 & marched along the river due E. for about 5 miles & then turned S. through a narrow gorge—the path very bad & going along precipices on the narrowest & most insecure galleries—which opened out onto an arid bare plateau mostly loose sand. At the end of it crossed the river, which is in most places quite 100 yds wide, at an extraordinarily deep & narrow chasm not 20 yds wide, on a most rickety bridge made of small bits of wood fastened together by twigs & held down by big stones. Got to Tutak at 12, 30—cooked in at 2. Tutak is quite an oasis in the desert—it is in a hollow & by means of irrigation most extraordinarily good crops of barley were growing. Also quite a big tree—the first I have seen for weeks—in which were several birds with a black & white plumage & red heads. Only one kungelow in which there seems to be quite a colony of people. A cook from the sahib in front came into camp yesterday taking a small kerkel head—got here—to Padam.

Route from Larpul to Phawur, via Pongsohaga.

1. Larpul to Droputika	17 miles	
2. camp.	10 "	
3. Skiu	14 "	cross Jarkar river
4. Markha	15 "	
5. Lunglunche valley.	10 "	
6. camp.		cross Lunglung Karpo-la - 17,050 ft.
7. Karmet		
8. Jara valley	16 "	
9. Pongsohaga	12 "	
10. Maruchangu	18 "	
11. Thargu	20 "	
12. Phang	12 "	
13. Khangar	14 "	
14. Phawur.	7 "	

* Killed on the 14th at Lungturna after 4 days pursuit - Luckily always went in the direction we were marching.

First miss since I started - galloping shots with "second barrel" after I had hit the animal stalked, not counted.

Lungturna & Jarkko villages marked on the map have been destroyed by avalanche & not rebuilt.

1905.

810 miles.

July 11th.In camp. (marching.)Amulung.

A dull rainy morning - the first for two months. Men out early but only saw a few small Burkel, so moved camp about 8 & marched up a steep ascent on to country more like downs & on quite a decent path. In to camping ground about 10, 30. Saw some Burkel on the high ground to the E. of camp, so climbed up a steep male behind the ground they were on, but on getting to the top after about two hours exertion, saw them "offring" it, no doubt being frightened by seeing the coolies coming with the baggage, though quite a mile below them. An awful sell & back to camp very tired. There is a rock at the top of the hill here with an extraordinary resemblance to the "Ophiox" - its head resembles a dog's - it is of a reddish stone & 30 or 40 ft high.

July 12th.In camp.Amulung.

Off at 5, 30 & went up to the "Ophiox", where we spied 7 male Burkel to the E. They were in a very bad place, so we had an awfully tedious wait of 7 hours till they moved to the S. We went up the hill above them, but unluckily put up 2 Burkel on the way & they ran past the others & disturbed them. We went after as best we could & came up to them making over a ridge. However they spooked us & went off, but one - a very good one - stopped and on to us, about 100 yds away, for a second. I was utterly pumped & missed him standing first, & then galloping, & they vanished. I am sure if Dassoo had not hurried after them as he did I should have got a much better chance - he got much too excited altogether, moreover did not see them at the last till we whistled.

July 13th.In camp. (marching.)Langtarma.

Another wet morning & a lot of fresh snow on the hills - quite cold. Off about 6, 30 & spied all the males to see if we could see any signs of yesterday's Burkel, but only saw some small ones. Went along a good path, but very hilly. In about 11. Am afraid the big Burkel have gone - they were shot at by the sahib in front of us, & disturbed two days running by us too, so are very shy. The backsight of my .25 b has got loosened somehow, so the men say that is why I missed yesterday. Today have got more south than anytime since I got to Sinager.

Journey in Kashmir, Muztwar, Janskar
& Ladakh. 1905.

Srinagar.	on	<u>March 4th to 11th.</u>	
Islamabad.	"	" 13 th .	
Lehr.	"	" 14 th .	
Bradangni.	"	" 17 th .	
Paisan	"	" 22 nd .	
Brimmer	"	" 23 rd .	<u>Killed 1 Barasingha.</u>
Bradangni	"	" 24 th .	
Islamabad	"	" 27 th .	
Srinagar	"	" 30 th .	
Aijab	"	<u>April 2nd</u>	
Lah Tharp	"	" 3 rd .	
Monestbal	"	" 8 th .	
Baramulla	"	" 9 th .	
Jingl	"	" 12 th .	
Widen Kala	"	" 15 th .	<u>Killed 1 mabekhor.</u>
Jingl	"	" 21 st .	
Baramulla	"	" 22 nd .	
Lopur	"	" 23 rd .	
Srinagar	"	" 24 th .	
Pampur	"	" 26 th .	
Islamabad	"	" 27 th .	
Breer	"	" 28 th .	
Loosoo	"	" 29 th .	
Kodan	"	" 30 th .	
Phingram	"	<u>May 1st.</u>	
Mogul maidan	"	" 2 nd .	
Muztwar	"	" 3 rd .	
Bagni	"	" 5 th .	
Satchal mala	"	" 6 th .	<u>Killed 1 brown bear - 1 tehr kut & 1 mabekhor.</u>
Golha	"	" 15 th .	
Sidrari	"	" 17 th .	
Jahar	"	" 18 th .	
Atooki	"	" 19 th .	

1905.

821 miles.

July 14th.In camp.Lungtorma.

Another wet morning, but it cleared a little so off at 8 - Larsoo But having spied the big barhel on the top of the hill to the W. Went up a stream & then had an awfully stiff climb to about half way up when we had to go along most awful narrow tracks along the edge of a big precipice - the worst place I have so far been along. It began to snow hard too & continued to do so till 10 o'clock & when we got to the top for a long time we could see nothing. However it eventually cleared but no barhel were to be seen. After a long time we spied them on the other side of the mela & had a long slide down to the bottom, when we hoped to get to them by going along about half way up ^{the side}. But it was no use & eventually we had to go up to the very top over steep masses of loose rocks & shale. It was a ~~awful~~ ^{tremendous} climb & when we struggled to the top, we were twice stopped for a long time by precipices. However we eventually found a very bad way round both & about 5:30 got to the place where we had ^{last} seen the barhel, but again they had vanished, luckily I managed to spot them a long way below us. But directly afterwards they bolted - we thought the tiffin coolie coming behind had put them off. We walked very wearily & disconcertedly down towards where we had last seen them & suddenly saw a buck, who promptly vanished, but going lower down, we came upon them all in a hollow evidently very much on the alert & ready to bolt. I crawled to within about 70 yds, aimed at the biggest very hurriedly & the cartridge missed fire!!! I don't expect it & hit him in the stomach as usual. They all bolted behind a rock & when they came into sight - the "bara wallah" was not there. Passed the next best by a hair breadth's at 300 yds - turn doo in the meantime went down to see if he could see any blood - I had given up the rifle to Larsoo & was making my way down a mela as it was almost dark - & put up the bara wallah very sick. He bolted close past me & up the other side continually stopping. Larsoo ran down to me with the rifle & I missed him clean ^{one} ~~there~~ somehow, but the ^{second} ~~third~~ shot settled him. A good head of 24 inches in length & 11 inches in girth. In camp at 7:30.

July 15th.In camp. [marching.]Teardbrook.

A wet morning & a lot of snow, so not off till 10 & made a short march up the pass to a place where we saw some good barhel. Jammed the pull through in only 256 last night & can't move it.

Journey in Kashmir, etc (continued)
1905.

Mandel Nala	on	<u>May</u> 21 st	<u>killed</u> 1 km bear & 1 tiger.
Mabun Nala	"	" 26 th	<u>killed</u> 2 ibex - 1 tiger & 1 deer hit & <u>not</u> got.
Sol	"	" 31 st	
Angai	"	<u>June</u> 1 st	
Sol	"	" 5 th	1 goral <u>killed</u> but <u>not</u> got.
Solabgarh	"	" 6 th	
Ghar Nala	"	" 9 th	1 ibex <u>killed</u> .
Inhow	"	" 13 th	
Inachail	"	" 14 th	
Danlong Nala	"	" 16 th	
Inachail	"	" 18 th	
Bajwar	"	" 20 th	
Bajwan Nishan	"	" 21 st	
Gowra	"	" 22 nd	1 ibex <u>killed</u> .
Ating	"	" 24 th	
Padam	"	" 26 th	
Reroo	"	" 28 th	
Stchor	"	" 29 th	
Ghar	"	<u>July</u> 2 nd	
Phooktal	"	" 3 rd	
Gaytah	"	" 4 th	
Tantak	"	" 5 th	
Tso & Tokfoo	"	" 7 th	1 bharal <u>hit</u> but <u>not</u> got.
Yoonia la Pass	"	" 8 th	
Mer-shoon	"	" 9 th	
Latak	"	" 10 th	bharal
Umdung	"	" 11 th	1 ibex <u>missed</u> .
Lingtarma	"	" 13 th	1 bharal (same as above) <u>killed</u> .
Tranbrook.	"	" 15 th	
Marangla Pass	"	" 16 th	1 bharal <u>missed</u> .
Loon	"	" 17 th	
Lungmocha (w. m. & Renak Nala.)	"	" 18 th	3 bharal <u>killed</u> . (19 th)
L. of Jar la Pass (Renak Nala.)	"	" 20 th	1 ammon <u>hit</u> (23 rd) - <u>killed</u> 25 th .

1905.

73.

826 miles.

July 16th.

In camp. (marching)

Marang Pass.

Off at 6 - camp following up the nala - & had a two hours climb up to where we saw the barbel yesterday. Got the pull through out of the 256 by means of a red hot ramrod, but took the 375 for a change. Saw 6 barbel lying amongst the rocks on the very top, but they seemed to get our wind, for they soon moved over the ridge & vanished. Went on & suddenly came upon 4 barbel feeding in a nala - one spotted us but could not make quite make us out & stood long enough for me to have a shot at him without a test at under 100 yds. I was very unsteady & missed him & they galloped down the nala & up the other side & with just the 200 yd & then the 300 yd sight up, put 4 shots all round him, making him swerve like a shy horse each time, but each one just missed him unluckily. A fair head, but not so good as the one I have got. Back in camp by 11 - it is pitched just below the pass which looks awfully steep. Getting short of meat.

July 17th.

In camp. (marching)

N.E. Marang Pass.

Off at 7 & had a very stiff, almost perpendicular, climb up to the top of the pass, which took us 2 hours. Then a very steep descent on the usual loose stones for about 2 miles & then on down the bed of a stream to just short of a place marked Loon on the map. It was quite wonderful how the coolies with their heavy loads got up the pass - they were in at 1, soon after we were. An entirely brown, barren country this side of the pass, but nothing like so steep as on the other side. Jump in dry bed of stream.

July 18th.

In camp. (marching)

Lungmocha (Loon)

Off about 7 & marched down the bed of the stream for about 2 miles till we came to a broad valley with high cliffs, where two rivers met. Then had a steep ascent & went along quite a good path high above the river for some miles, then a long descent to the level of the river - path very bad in one place - & camped on some low ground close to it. Saw some hyang as we came along, but they very soon bolted. Country quite changes now into long rolling downs, but very thing still one monotonous tint of brown. Short of meat - mume for breakfast - timed apple springs & jam - for tiffin - kiruwa & jam - d-d unrelating. No village since Mushoon - 9th.

Journey in Kashmir, etc. (continued.)
1905.

Sangtha nala	or	July 24 th	
Renak nala	"	" 25 th	(wounded ammon <u>killed</u>)
Sangtha	"	" 26 th	<u>Began return journey today.</u>
S. Takalungla pass	"	" 27 th	
Gya	"	" 28 th	
Worhi	"	" 29 th	
Marsalang	"	" 30 th	
Shurkot	"	" 31 st	
Leh	"	Aug 1 st	
Theru nala	"	" 4 th	
Hemo	"	" 6 th	
Sharpu	"	" 7 th	
Jwala	"	" 8 th	
Lamayuru	"	" 9 th	
Lamayuru nala	"	" 12 th	
Lakelanjigo & Nidum	"	" 14 th - 17 th	
Karbo	"	" 18 th	
Hagmos	"	" 19 th	
Lorgib	"	" 20 th	1 sharpu <u>killed</u> .
Hagmos	"	" 23 rd	
Kharku	"	" 24 th	
Bert	"	" 25 th	
Kargil	"	" 26 th	
Kharku	"	" 27 th	
Dras	"	" 28 th	
Matayan	"	" 29 th	
Baltal	"	" 30 th	
Sonamarg	"	" 31 st	
Kotlan	"	Sept 1 st	
Below Yankhoor nag	"	" 4 th	
Lidewat	"	" 5 th	
Arro	"	" 6 th	
Palgam	"	" 7 th	

1905.

851 miles.

July 19thIn camp.Lungmocha. (Loon.)

Off at 5.30 & had an awfully steep, though short, climb up the W. side. Spied 3 herds on the side of a sloping hill to the N. & got a little above them, dismounting on route 3 or 4 more, which luckily went the right way. When we got to the place we could not find the three for a long time, but eventually walked right on top of them in a small hollow. I had a go at the biggest—a snipe shot standing up—and hit him & he went about 30 yds & rolled over. The second & third shots hit the other two—one still, the other galloping—and they went about 200 yds & then stopped, but it took me a considerable number of cartridges before I settled them. A great stroke of luck, as the coolies are very short of food. Horns = $25 \times 10\frac{1}{2}$ inches — 22×11 inches — $22 \times 11\frac{1}{2}$ inches. Great rejoicing amongst the coolies. Back in camp by 9.

Had my hair cut by Laceron But & bathed, shaved, etc. Menu for today—

Breakfast — Toast & jam — Butter finished a fortnight ago — tea & tinned milk.

Tea — Biscuits & jam. — " " " "

Dinner — Soup & sage pudding with jam. — cocoa.

July 20thIn camp. (marching)Remark 2-3. of the Jarla pass.

Off about 6.30 & turned very soon due N.—fording the river 3 times—up what I take to be the Lungmocha valley. Encamped at 10 by the stream, where they say the road leaves it for Kermak, but all the coolies being from Lunsar nobody knows really anything about the country we are now in—we turned due N. from the Jara river, which runs N.E. to Jara. Sumdoo up early & had seen 6 ammon near here. & also heard rumours of innumerable satibs (from Loh) in the neighbourhood of Kermak. Sumdoo & two men sent off to beg, borrow or steal a sheep from somewhere, as I am getting half starved. Great joy, however, at the discovery of a tin of "Bony Pastors".

July 21stIn camp.Remark 2-3. of the Jarla pass.

Lunsar coolies having gone home & two of the men being away looking for a sheep, were obliged to stop here, so up late—bath, etc. Men got back till 7 with a sheep, so had some meat for dinner—a felt very much better for it. They had eventually to go to Kermak before they could get one, & spent last night without food or blankets under a rock. The natives say one of their sheep got away in the spring & has found some ammon in Pogy more vale & is as wild as they are.

Journey in Persim, etc. (continued.) - 1905.

Lishmakam	on	Sept 13 th .	
Lishmakam nala	"	" 14 th .	Mauled by bear (16 th) & in camp till 20 th .
Leer	"	" 20 th .	
Islamabad	"	" 21 st .	
On river	"	" 22 nd .	
Susiyager	"	" 23 rd .	

1333 miles.

*** Fired at from above, the bullet had hit the shoulder, travelled down the leg & gone out at the knee, then hitting the ground. Which made it look like a mess. The ammon ran over a ridge before we had time to see what had really happened. In spite of a badly broken leg, it had travelled quite 5 or 6 miles before I got it on the 25th.

I think really the Side nala without doubt belonged to me, & Patterson "bluffed" me out of it. No doubt having come all the way from Lih to get an ammon in it. He was very sick at finding me there & perhaps my camp was not quite far enough in the nala, but all the same he played it rather low down, especially as immediately after we had claimed it for me, he threatened to have his licence taken away!!!

Stockley (55th Punjabis) saw the big ammon in the nala after having already got one & sent word to Patterson to come at once. Lessor Bat had seen ammon in it 4 yrs ago.

1905.

858 miles.

July 22ndIn camp.S. of Jarla pass. (Ponak mala)

Off about 7 & went N. up a mala & then W. towards where I killed the 3 shukel. Then made a big sweep N. & back to camp. A long day, but only saw female amonon & lots of Kyang - the latter promise to be a great nuisance when stalking. Turned off early to look to get provisions & money - the former from a man called Prokem Lal. Sun frightfully hot & very tiring. ~~But the day was not so long as it seemed, and we were not so tired as we felt.~~

July 23rdIn camp.Ponak mala.

Off at 5.30 & rode a pony up to where we were yesterday. Larsoo But had seen some male amonon before I got there at the bottom of a mala & we went to the place, but they had gone a good deal to our right. Suddenly something disturbed them & they came up the stream towards us, but crossed over & went up the opposite bank. I had 3 shots ^{xxx} stupidly at from 250 to 300 yds & missed each time ^{xxx}. Went after them but was much surprised to see a sahib & two men go after them too from the same side as we were. Went up & found it was the diik resident, who claimed - rightly or wrongly - the mala as his. Had a long & amicable discussion in which he told me a lot of news & also the time - I was only half an hour slow, but bad as I have not seen a clock since April 25th & eventually he went after the amonon & I back to camp. Ammon went through diik about a month ago. Hired a flock of goats today to go with us for milk. Heard the result of the Derby & of the Jap-Russian naval fight from the Resident today. Larsoo But says he was in the wrong & we in the right & if he had 'nt been Resident, he would have done all sorts of things!!!

July 24thIn camp. [marching]Langtha.

Moved camp about 2 miles up the river to Langtha & then went N.E. up Popmor mala & found it. Spent the whole day in examining every bit of it - it is a very big mala - but saw no signs of amonon - only a few Kyang. Very cold on the top & some snow showers. Shall have to wait until the Resident leaves Ponak mala, as there are no other good places near here, except S. of Popmor mala, & there we spent some yak today, so someone is no doubt encamped there. Some big flocks of birds here, but no village, though lots of stores for sheep & goats. We got 10 yaks from Karmak yesterday, so shall have no more bother with cookies.

^{xxx} The Resident's shukel said I hit one, but my men said not. The Resident saw him with a broken leg next day & I got him on the 25th.

The rest of the herd had gone N.E. over the pass into the next range.

We reached the nearest point we shall get to Tibet.

Tibet is bigger than any European country except Russia.

Only 4 roads ^{from} ~~to~~ Lhasa—

1. To Peking = 2,200 miles. (1,600 as the crow flies.) via Am-chau & Northern China.
2. " " goes by Western China & joins above road near Tsinan-fu.
3. To Lhasa & Brahmaputra valley, via Shatang, Merikang Pass, Shona, Tawang, Shirang & Taklung.
4. To Rudok (via Gyantse, Shigatse, Tonglake, Kiku, Tadema Duksum, Lachen & Paritok.)
where it forks, one branch going N. into Turkestan via Ustun to Jarkand & Kashgar
the other " " into Ladakh.

As the crow flies Lhasa is—

500 miles from Calcutta.

1,400 " " Bombay.

1,000 " " Korachi.

When we got to the stream at 3, it was practically dry—only water in a few places—but at 7 it began to run quite a big stream, which lasted till the following morning, when it dried up again. It seems as if the sun took all day to melt the snow sufficiently to make the stream run & thus it only starts in the evening.

Earlier in the year, the streams began to rise quite early in the day.

1905.

860 miles.

July 25th.In camp. (Marching)Remak nala.

late last night a letter came from the Resident saying he had killed a 47 inch amnon high up in the nala & had seen one I wounded on the 23rd a leg broken - but did not like to finish it off without my authority! Off at 6 & rode to his camp, which was just moving to Jera, & then had a long ride almost to the end of the nala - N. - to where he had last seen it. Soon picked up the blood tracks which led towards the pass & after tracking for about an hour, put him up amongst some rocks. He went straight down to the water, but we could not get near him for a long time, but eventually I got within shot & finished him off. A good head of 43½ inches in length & 18 inches in girth.

Being right above him, the shot had entered just below the shoulder & gone out at the knee & seeing that the ground, my men thought it was a miss - the appearance of the Resident's sake on the scene distracted attention from the amnon almost at once. (23rd)

July 26th.In camp. (Marching.)Sangtha.

Men off early up the nala to get skin & flesh of amnon, so did not move camp till 1. Met Resident's man with "la Vie Parisienne" & also cutting from the "Field" with account of Mishak colls' win in Breeders' 242 old Plate (£800) at Donington on June 3rd. In about 3 & cooked at 4, 30.

July 27th.In camp. (Marching.)S. Takalong la pass.

Off at 7 & marched E. over a flat stony plain to Jera, & then N. to Achung, but as there was no water there, had to go on nearly to the bottom of the Takalong la pass & did not get to camping ground till 3. A very long tiring march & intensely hot.

July 28th.In camp. (Marching.)Yya.

Very cold & not off till 8. Went up the Takalong la pass - 17,493 ft - a gradual easy ascent & descent - 2 hrs to the top - & marched on a good road to Yya. In at 8 & baggage ponies at 4. Met two sakibs going S. who much wanted to know where I got my amnon. but I desimbled according to my promise to Peterson.

* Capt Thompson & Gatman.

Shutear in July.

Marched on	19 days.	
Stalked on	9 "	(this includes one day after wounded ammoson.)
Saw game on	7 "	
Stalked game on	7 "	
Shot at game on	7 "	
Hit game on	5 "	
Killed game on	3 "	(3 buckel killed on one day.)
In camp on	3 "	

Total from March 11th to July 31st

Marched on	75 days	— 1 bear & 1 goral hit & buckel marching, but not got.
Stalked on	39 "	(this includes one day after wounded ammoson.)
Saw game on	24 "	" " " " " " "
Stalked game on	21 "	" " " " " " "
Shot at game on	17 "	" " " " " " "
Hit game on	15 "	" " " " " " "
Killed game on	11 "	2 ibex killed on one day, ditto 3 buckel.
In camp on	29 "	

xx

Riddell of the gunners.

1905.

902 miles.

July 29th.In camp. (Marching.)Ukhi.

late yesterday Ranigana, who had been 10 days ill on the road, & Munwa came from Leh with provisions & 98 letters & newspapers. Off at 7, 30 & marched through a high narrow gorge with all sorts of curious colored rocks - dark red, green & yellow - first Sahib where a Sahib was camped - to Ukhi on the Indus. In at 1, cooked at 4. Passed two Sahibs going S - one with a shikari I had for a day or two at Lhasa. Encamped in a place with trees round it - quite delightful after not seeing any since early in June. Dined with two men in the tomorrow d.s., who were going S. Bottled beer & whiskey & soda.

July 30th.In camp. (Marching.)Marsalang.

Off at 7, 30 & marched along the banks of the Indus to Marsalang. In at 11, cooked at 12, 30. Got a truck of lambago & can only make very stiffly.

July 31st.In camp. (Marching.)Thurkot.

Off soon after 7 & went along the valley, which gets wider & wider, to Thurkot - quite a big village with a lot of cultivation. In at 11, cooked at 12. Passed several villages en route - wherever there was a stream & they could irrigate the land - real oases in the desert, for all round them there is nothing but rocks & sand. Rode quite a good pony.

Aug 1st.In camp. (Marching.)Leh.

Off at 7, 30 & marched about 5 miles, then crossed the river & went N. over a sandy plain to Leh. In at 11, 30 & went to the dark bungalows. Met the Sahib coming away who had been in front of us since Kachitwa - he had done badly. A man called Stockley in the dark bungalow, who had told Patterson about the amon in Penak nala - he had got one when he saw them there. Major & Mrs Foster (d.s.) arrived. Leh is quite a small place - one main street, the bazaar, only - but a very quaint old fashioned sort of place. There is a Moravian mission & an English dispensary with an English doctor - Dr. Shaw. Went to Prosen Hall's shop & ordered some stores - very confiding people & quite willing to give one anything or cash a cheque for any amount.

The date bungalow at Leh is in a filthy state & I went away swarming with fleas. It took nearly a tin of khatung to banish them.

Lassoo But says he was Turner's shikari for two years. He had a very bad cough & against his advice would go to Phangchenmo - with another shikari - & after a hard day after a monsoon, was found dead in bed & buried at Leh. No doubt his lungs were wrong.

L.B. says he gave Rs. 100. for the pony & expects to get Rs. 200. in Kashmir for it.

1905.

955 miles.

Aug 2ndLak Bungalow.Lek.

Up late & went with Stockley to a curiosity shop & bought a few things. Called at the Residency. Bowler - an R.A. man - arrived, not having done much. Letter by Jimmie's coolie - he is doing better & got good antelope & buckel.

Aug 3rdLak Bungalow.Lek.

Up late, wrote letters & went into the town to make final purchases from Pookumall. Lek is quite a nice place with plenty of streams & trees. Lak Bungalow nicely situated but dirty. Quite a nice Residency with good garden. Went to the cemetery & saw English's tomb & also Starnob - born 1848, son of Philip Starnob of Stoke Rockford.

Aug 4thIn camp (marching.)Thore.

Ponies late, so out off till 8. Rode a grey pony darsoo But bought from a Jorpaudi. The brute stood on its hind legs whenever I tried to get on - darsoo succeeded, but was promptly put on his back, however by blind-folding it, I eventually succeeded in getting up on the off side, but it is a slug & digs its toes into the ground. Went across a dry stony plain & turned up a gale due N. to Thore below Larimore mountain. In at 3.30, ponies done time. Awfully hot & the sun most trying.

Aug 5thIn camp.Thore.

Went out early to see if they could see any shagpe. Darsoo But saw 4 small ones in the gale to the E. Some small fish in the stream here, but can't make out what they are. Hodos managed to tickle some - not trout, but very like them & about 6 to a lb. Then saw nothing but females up the gale, so move tomorrow.

Aug 6thIn camp. (marching.)Remo.

Off about 7.30 & marched down the gale to the big road, then over the usual dreary stony plain & down a narrow gorge to Remo, where the Jonkar river, which we left on July 15th at Lingtarna, joins the Indus. Shady camping ground. In at 11. But nearly flooded out by sudden rising of irrigation channels.

xx
Major Peacock.

Saw a big snake today — there are supposed to be none in Ladakh.

Most people, who know, won't believe the above, at least they say it must have been a water snake, as an ordinary land snake would have nothing to feed upon in this part of the world.

Twenty of the Maharajah's soldiers were marching to garrison Leh. They paid for no provisions they got & tied the Dambadar up to a tent pole, because he could not get them sufficient ponies. I told him that if he took any of mine, I would report him.

1905.

981 miles.

Aug 7thIn camp. (marching.)Sarpul.

Off about 8 & marched to Sarpul passing Bargo, a big village with a great deal of cultivated land, on the way. In at 12, coohee at 1. Sarpul is quite a big place - got some half ripe apricots. Saw some sharpu over the river at Pemo. But no good ones. An Irish gunner, ^{Deery} turned up & insisted upon making punch after dinner.

Aug 8thIn camp. (marching.)Kurla.

Off at 7.30 & marched along the Indus to Kurla. In at 1.30, ponies at 3. Menard of the 15th Hussars lunching at the dak bungalow, but went on to Sarpul. Passed a ^{xx} sahib & his wife going to die for the winter - he said his lungs were wrong, the doctors had sent him there. Got any amount of quite good apricots, as many as one liked in a summer. The dak bungalow looked very dirty, so camped outside. Menard handed a very nice dog over to me, which had followed him from Khalki.

Aug 9thIn camp. (marching.)Lamayuru.

On awfully hot night, so off early & marched along the river past Khalki, where I got some most excellent apricots - like peaches in skin & taste - & soon after crossed the Indus by a wooden bridge. Then turned S.W. up a narrow gorge - continually crossing & recrossing the stream - & went over a low sort of pass to Lamayuru - a very picturesque gorge & village on the side of a hill. In at 2.30, ponies at 4. A sahib & 2 men sahibs at the dak bungalow, so gladly camped. Thought March passed the road to Padam just before reaching Lamayuru. Dog left me at Khalki.

Aug 10thIn camp.Lamayuru.

Up late, bathed, shaved, etc., as it was said no ponies could be got till mid-day, as one of the Maharajah's officers had taken them. At mid-day it was announced that none could come till tomorrow, but by making a fuss, four were collected, which took the spare baggage on to Murdo. Munro turned up yesterday without jam or letters, so sent him on to Margil. Think Deppo But had arranged that no ponies should come today - he is getting d-d idle, with the cook.

1905.

1029 miles.

Aug 11th.In camp.Lamayuru.

Dassoo But came in early to say he had seen two good sharpu up the mals to the N, so went up the hill — a stiff & very hot climb — but saw nothing. Think a man leading a pony put them off to the E, anyhow we followed on for a long way & eventually saw them on the very top of a high hill, very unsettled & on the move, & as it was nearly 4 o'clock, we determined to leave them till tomorrow. Now when I got back to camp, very hot & tired, as I found my tent not cleaned up — on occasions like this one bitterly regrets one cannot swear in Hindustani, but I think the coolies are beginning to understand English pretty well. Very tiring walking all day on loose stones & shale always on the side of a hill. Some very curious formations of soft rock, which look exactly like sponge & cover a considerable area.

Aug 12th.In camp.Lamayuru mals.

Off early & had a stiff climb up to the top of the hill below which we saw the sharpu yesterday. Today, however, nothing to be seen but *Juniperus*. Went on to a mala running down to the Sinder & saw 2 very good sharpu on the far side, but they were adjudged to be too far off to go to!!! L.P. is getting too slack for anything & will have speedily to make a change. Thunder & heavy storms of hail all day. Moved camp N.

Aug 13th.In camp.Lamayuru mals.

Were to have moved camp, but Dassoo But came in early to say that he had seen two good sharpu right at the top of the hill to the N. Had a very long & very stiff climb up to the place, but when we got there, they had vanished. We found their tracks going W. & followed them over some awful ground — very steep & nothing but loose stones & shale. I had a pair of new boots on with rope soles & suffered agonies. We saw one sharpu once in the distance, but he vanished. I think they must have got over Wind as we went up, but L.P. says not — it is the nature of the beast to always wonder on. Had a long walk home & found Stockley in camp en route to dard. Bladi (gth dancer) was at Lamayuru, having been to Thibet & got 5 gaks, an ammon, some illex & many antelope. Stockley had hit two sharpu near Lih, but had not got either of them — was very annoyed with his master & wants a 375. Bad head.

1905.

1031 miles.

Aug 14thIn camp. (marching.)Saklangigo.

Off about 8 & went along a rough path, some distance to the N. of the Pinagar road, to below Saklangigo mountain, where we camped. In at 1, gates at 2.

Saw no sharpu on the way, though we hoped to see our friends of yesterday.

Passed over the Lstu-la pass - 13,440 ft - but scarcely noticeable though we crossed it a place much higher than the road. We have been going up all day & are not much below himdum, which is 18,050 ft high. Very cold at night.

Aug 15thIn camp.Saklangigo.

Bitterly cold this morning, so very loathe to get out of bed & not off till 7. Went W. & saw some female & small male sharpu close to camp. Went on & waited for a long time on a hill by a spring, but saw nothing & as it was most infernally cold & came on to snow, went back early to camp. Saw over twenty ram chucks. Sumdoo ill & stayed in camp. It is colder today than any time since I left Meskmer & a better, though S.W. wind.

Aug 16thIn camp. (marching.)Hindum mala.

Very cold again. So did not get up till the sun had warmed the atmosphere. Off about 8.30 & followed Lasso But - who had gone on early - & given Lasso instructions which way he was to go - for nearly 4 hours, but seeing nothing of him at all, made my way to the camping place - very much annoyed as I had climbed several very steep & stiff hills for nothing. Sumdoo still ill. Lasso But in about 3, very angry with Lasso for not finding him, but told him it was entirely his fault for going on before in front. He said he had seen 10 sharpu! We are following the watershed between the Loh-Pinagar road & the Indus & I should say are camped as high up as we have been at any time. Today are encamped in a hollow nearly at the top in a mala leading up from Harbo - we now go N. to a place which a B. says holds very big sharpu indeed & do not hit the big road again till nearly at Margil. I don't feel half so fit as I did when the other side of Loh - how am always slack & tired & rather headachy & am never hungry. Expect the cook's cooking is beginning to fall - it does not vary much & I have had 5 months of it.

1905.

104.5 miles.

Aug 17^k.In camp. (marching.)Pindum nala N. of.

Shifted camp about two miles up the nala & when we got to the top, saw two sharpies almost on the summit of the watershed between Kurbo & the Indus - due N. from us. Although the wind was practically due S. Larso But would not go down & round & up so as to get above & to leeward of them - I imagine because he was too d-d lazy - but would go straight at them practically. Naturally when we got to the place, they had vanished & though we climbed to the very top over awful loose stones & shale, we never saw them again. A very hard & very annoying day. Sumdo no better, so sent him down to Kurbo. Every time we have seen sharpie, L. B. has managed to give them his wind, when by taking the trouble to go more round, it could easily have been avoided. He is not half so good a stalker as I first thought.

Aug 18^k.Dak Bungalow. (marching.)Kurbo.

No signs of yesterday's sharpie, so moved camp & had nearly 3 hours steep descent to Kurbo, & as the dak bungalow there looked fairly clean, I stayed in it. Heard that Siminis' cook with a 37 inch ammon passed through yesterday. Very hot down in the valley & a great contrast to the experience of the last few days up on the hill.

Aug 19^k.In camp. (marching.)Magnis.

Off at 7, 30 on L. B.'s pony, which has improved by its rest at Kurbo, & went about four miles down the Pinagar road & then turned due N. up the Sangelooma valley, which though very narrow, is well cultivated. At Paklitan passed the ruins of a big fort which at one time must have been an important place. Got to Magnis at 12, & arrived in at 1, 30. Sumdo better & came on from Kurbo. Passed several polo grounds - very narrow indeed with stone walls as boundaries - no grass, generally gravel or dry mud. This river joins the Indus about 10 miles on at Langjek. It looks as if it ought to hold trout - I saw a good many small fish in the shallows, when we forded it, which we did about 5 times. Not a very nice performance, as it is about 4 ft deep, very swift & full of big boulders, on which the pony kept tripping, but they are wonderfully well forested, though very lazy & went continually "waking up." It appears I am breaking in L. B.'s pony & was complimented on my "strong riding!!"

Some quite big trees down the mala leading towards the Indus.

1905.

1068 miles.

Aug 20thIn camp. (morning.)Largib mala.

Left heads, etc. at Hagmir & got off about 8. marching up a mala due E. I walked on ahead of the men & when I got to a place where it divided, the idiots never noticed me take the wrong turn, consequently I went on a long way before a man caught me up. It was desperately hot & I was furious & gave L.B. a slanging which surprised him very much. Went on up the mala to just below the watershed, where we camped. In at 11.30, cooler not in till 2. Saw some small sharpu on the way. Several stunted fir about here & other trees about from 3ft to 2ft high. L.B. went out but saw nothing but tracks of sharpu. Had quite a big "drink" or half a bottle of "White Wine" made in Haridwar, which I bought at Loh. It tasted quite good here & only cost Rs 1-12. after being taken to Loh from Simnagar.

Aug 21stIn camp.Largib mala.

Off fairly early & had a stiffish climb up to the top of the watershed, from whence we could see the malas down to the Indus. At first could see nothing, but on going more to the N. spied one sharpu right down at the very bottom of the mala. Had a long climb down on the usual nearly loose stones & shale & eventually got just above the place where we had seen him, but when we got there, he had crossed over to the other side & was out of range. We went back a round & looked to have an easy stalk, but had never seen some other sharpu on the side we had crossed from. Lasso & the natives, ^{who were behind} said they saw us & went out of the mala due S. Anyway the ones—there were three—which we were after must have seen them, for when we got to the place from whence we expected to get an easy shot, they were making due N. over the ridge. They looked to be over 300 yds off & I didn't want to fire. However just as they got to the top, I put up the 300 yds sight & had a go at the first. Thought I shot well over him, but the men were certain he was hit & on going to the place, found a lot of blood & saw the sharpu going very sick over some very nasty precipitous rocks. Lasso But & Samdoo went on after him & I proceeded to climb back over the watershed to camp. Had about the stiffest climb I have had so far—it took us over 2 hrs & I got back having had quite enough. We must have gone down the other side almost to the level of the Indus & had to climb all the way back & down the other side. Lasso But in about 7, having tracked the sharpu a long way, but not having got up to him. Saw the tracks of wild dogs after him too, so the brutes will probably catch him in the night, in which case there won't be much left.

This mala seems quite unknown for shargu to other shikaris - one sahib came into it some time ago for illex, but the locals don't know what he did. A.B. says there are big illex all about here - he saw some good ones whilst looking for the shargu - especially in one mala over the Indus opposite Hindum mountain.

Barley & grain quite ripe in this valley & being cut.
In this country they do not cut it, but pull it up by the roots.

1905.

1075 miles.

Aug 22ndIn camp.Largib Nala.

Men off early to try & find the sharpu, which they expect to find dead, so up late & hunted, etc. Laro Bat & the men not back till 7, 30, having found the sharpu dead & much eaten by wild dogs right down by the Indus. A good head of 32 ins. x 12 ins. but the head skin unfortunately spoilt. Apparently the wild dogs had dragged him down a very long way, almost to a village on the Indus — two were eating him when the men found him.

Aug 23rdIn camp. (marching.)Hagnis.

Off early & marched down the nala to Hagnis, as I am satisfied with the sharpu I have got & I think Laro Bat & all the men are about sick of dadakh & want to get back. S.B. too has had quite enough work & is about settled. He owes to remembering the raft of Kharmin being made & says he helped the sahibs, in 1847, but says he is only 50!!! Very hot & very rough walking down the bed of the stream — all rocks & stones. In about 10, 30, cools 11, 30. In the purnis a through clearing. Found all the turned milk is bad!!! Much nicer down in the valley than on the hill & not too hot & feel much better than I did.

Aug 24thIn camp. (marching.)Kharbu.

Off about 7, 30 & marched S. then crossed the river & went N.W. over a low range of hills to Shaker, where there are the ruins of an old fort, & on over another sort of pass to Kharbu. In at 11, 30, purnis not till 2. All crops much later here than at Hagnis & quite green. The streams are very full of a small kind of fish, but I don't think they are trout, to look at they resemble gudgeon more than anything else.

Aug 25thIn camp. (marching.)Bert.

Off at 7, 30 & marched up the nala for a long way till we got to the summit, after that went along a flat plateau & down the other side — a very bad rough stony path — to a big village called Laloo. Then turned W. over another smaller pass & down to a village called Bert. A long tiring march — in at 1, cools & purnis not till 4. All the country we passed through looks excellent sharpu ground, but we saw none & the natives say they are shot out, but they always lie about game.

1905.

1116 miles.

Aug 26th.In camp. (morning.)Nargil.

Off at 7 & rode down a pretty well cultivated ~~ma~~ mala to the Sooro river & over a wooden bridge to Nargil. In at 11, cookies & ponies at 1. Mail from England, including letters sent from there in May!!! Most awfully hot wind here very bad at night.

Aug 27th.In camp. (morning.)Narbu.

Off about 7 & marched N.W. for some time till the junction of the Sooro, Shegar & Aras rivers - which go N. & join the Indus at Khatratrang - & then almost S. passing a very fine mala where the Shegar river joins the Aras river - the former a beautiful blue color & the latter a dirty brown - on to Narbu, which we reached at 1. Ponies in at 3. Richmond of the Gloucester Reg^t encamped here - having come from the N. frontier gets much more mountainous & precipitous about here.

Aug 28th.In camp. (morning.)Nargil Aras.

Very cool early for a wonder. Marched down to Dargam, where we crossed the river & where there was an English engineer sinking shafts for gold, who showed me what he was doing. About 5 miles on turned due W. & caught Richmond up & went on with him to Aras - a long march, in at 3.30 & ponies at 5. Aras is on a flat plateau - an old fort there, but very few Dungalows - surrounded by high mountains. Desolate as to day of month, Richmond being sure it was the 30th - he got 4 blue rock fagions on the march.

Aug 29th.In camp. (morning.)Matayan.

A cold showery morning. Off at 7.30 & marched W. for a few miles, crossed the river by a most rickety wooden bridge & turned S.W. into a broad valley & then almost due S. to Matayan, which we reached at 11.30. Ponies in at 1. Richmond went on to the next stage - his baggage being 2 hrs in front of mine - to the foot of the Jogi-la pass, but as it was such a beastly day, I stopped. Quite the coldest day we have had for a long time & walking much preferable to riding a pony. I think L.B.'s pony has had about enough & wants a rest - it doesn't even quicken now to a liberal application of the stick & has hit its off fore leg rather badly.

Shakar in August.

Marched on	21 days.
Stalked on	5 "
Saw game on	4 "
Stalked game on	3 "
Shot at game on	1 "
Hit game on	1 "
Killed game on	1 "
In camp on	5 "

Total from March 11th to Aug 31st—

Marched on	96 days — 1 bear & 1 goral hit whilst marching, but not got.
Stalked on	44 "
Saw game on	28 "
Stalked game on	24 "
Shot at game on	18 "
Hit game on	15 "
Killed game on	12 " — 2 ibex killed on one day, ditto 3 ibex killed.
In camp on	34 "

Note includes one day after wounded ammon.

1905.

1189 miles.

Aug 30thIn camp (marching.)Battal.

A very cold night & cold showery morning, so in bed late & not off till 8. Went up a wideish mela—gradually ascending—up to the watershed, then down a little, & up a steep path cut in the side of the hill almost to the top. A fine view from there of a country altogether different to dadakh. High mountains but the sides quite covered by fir trees & other trees & grass growing in all the valleys with quantities of wildflowers of every colour—a very welcome change. The Jogi-la pass is 11,287 ft high—very little ascent from dadakh but a very long & steep descent into Markmor—& in spring is a very bad pass to get over. The path we used is then impracticable & a mela is used which runs parallel to it—there is great danger from avalanches, & coolies charge enormous prices to go up early. Camped about a mile beyond Battal in a grove of high trees with long grass all round it—one might almost be in England as there is a colony of rooks in it too. Altogether the sudden change from the barren bare rocks & stones of dadakh is very sudden & also very pleasing, though it rained hard all night. In at 2, ponies out till 4, 30. Dusso But says the grass here is poisonous to horses not used to it—I imagine there is too much of it to a horse accustomed to the few blades there are in dadakh. From the top of the Jogi-la one gets a good idea of the shape of the mountains in Markmor—very precipitous at the middle, but on the top more or less flat & level & a good deal of grass on some which are not too high.

Aug 31stIn camp (marching.)Sonamarg.

Fine morning, off about 7, 30, but Dusso But's pony "sick"—he says from eating Battal grass—I could hardly walk, so only rode it about a mile. Went along the vivid valley which looks very pretty now—the grass being absolutely full of all kinds of wildflowers & reaching very high up the sides of the mountains. A short march & in at 10, 30, ponies at 12. Camped by the side of the bridge at Sonamarg & found Richmond there, also two mem-sahibs in camp higher up the hill. Passed a foreigner—German or French—going up to the Shigal Duka, but for what purpose, I did not gather, but he must be going for the winter. Heard that a sahib had been sitting in a newly opened mela—for Saradingsha—near here since May! Rained in the afternoon.

1905.

12 14 miles.

Sept 1stIn camp. (Marching.)Koolan.

A lovely morning though bitterly cold, after a wet night. Off about 8 & walked with Richmond down the valley through some very fine scenery - the contrast between the glaciers & the snow on the mountain tops & the green grass & trees being beautiful - to Koolan. In about 12 & ponies at 2. The valley gets wider & ~~more~~ full of big trees here & the autumn tints are beginning to appear & look very pretty. The Sind river is a beautiful blue colour & an ideal trout stream to look at.

Sept 2ndIn camp.Koolan.

No coolies to be got here today & the lambadars of Gond & Pawal say it is not their business to supply them to go over the pass to Padgam, so nothing to be done but wait. Off late, bathed, shaved, etc. Killed a snake, which the men say is a very venomous one, just outside my tent. Very careful where I go now. Shot at crows with Richmond's little rifle - a Quackenbush - but with no success.

Sept 3rdIn camp.Koolan.

No signs of any coolies though the lambadar has sent as far as Ganderbal. There are so many sahibs about here just now that they all seem engaged. A Colonel Sakul near here has taken a lot for bear driving. Wrote letters & slept most of the day.

Sept 4thIn camp. (Marching)Below Jemkhor Nag.

With great difficulty 20 coolies were collected by 9 o'clock - Richmond took 10 & I the rest, the surplus baggage being left behind. After a tremendous lot of wrangling, we got them off at 11, crossed the river & went due S. up the hill. A very stiff climb & a bad path, so after 2½ hours climb - much more for the coolies - we found a level place & camped. A very short, but hard march. Showery. Very cold at night indeed & a lot of rain. Koolan lambadar a very good man, as after we left he got some more coolies & sent on the baggage which we left behind & which arrived in camp about 5. This is a most trying march for coolies - very steep & they say we are not half way up yet - they are most of them carrying more than they ought, as we are so short of them.

1905.

1232 miles.

Sept 5th.In camp. [marching]Near Liderwat.

Off at 5.45 & had a very steep stiff climb for about 1½ hrs. then descended a little & went over a fairly level bit of ground to the foot of the summit of the pass. Snow was almost perpendicular & at first over loose stones & rocks & which took a lot of doing. Got to the top at 11-4¼ hrs after we started. Then went down a gradual descent through a broad nala for about 3 miles - passing a sahib's camp with an enormous quantity of coolies & baggage - think there must have been a mem-sahib - & turned due E. but when close to Liderwat, a tremendous hail storm came on, so we camped near some gypers' huts. In about 3.30 the wretched coolies not till nearly 5.

Sept 6thIn camp. [marching.]Dro.

Off late, after a bitterly cold night, & marched about 2 miles to the Liddar river & then turned due S. along a fine valley with beautiful scenery. Richmond left me just before we got to Dro to go N. up a nala for brown bear. Passed a sahib & mem-sahib en route to Palgam. In at 11.30, coolies an hour later.

Sept 7th.In camp. [marching.]Palgam.

Woke up by Blunt - the head port man - calling, & had a long talk with him. Off about 8 & went down through some lovely scenery to Palgam. In at 11.30. Colonel Ward came & went to his bungalow & stayed for tiffin - fruit, whiskey & soda & port!!! Slept the rest of the afternoon. Several sahibs encamped here "resting". Had a long talk with Colonel Ward about sport in this country - most interesting as he is the great authority about it - has been 25 years in the country.

Sept 8th.In camp.Palgam.

Up late bathed, etc. A basket of vegetables came from Colonel Ward - a great treat. Went to see Colonel Ward's collection of birds, which is enormous & stayed to tiffin. Captain Allen, who has been several times with Lascar/Bat, came in about 5 & had a talk about shikar in Kashmir. He was in Sturges's regiment - the man who is killed at Del.

Had a long talk with fol Ward about coolies being forced to carry baggage for 4 annas a day. He says it is an excellent thing for them, as they are so lazy that if left alone, they would only just cultivate enough land to keep themselves alive. They hate being forced to carry baggage at the time, but afterwards, when they get paid, are very pleased at being made to work in spite of themselves. He says physical force is the only thing they are afraid of & one must use it - they don't mind any amount of talking in the least & it has absolutely no effect.

The Maharajah of Kashmir is giving the Prince of Wales a collection of Kashmir birds & heads - but Barasingha & markhor (48 in) my heads got this year - tex, shaghe, karkel, ilax & ovis ammon - are all better.

Passed some fields of millet, which becomes a beautiful dark red when ripe, also of Indian corn, which looks like a big reed, & rice, which one would take for small wheat with an ear somewhat like that of barley.

1905.

1252 miles.

Sept 9th.In camp.Palgam.

No cookies to be got even by fol. Ward's influence today, so up late & wrote letters. A tremendous thunder storm came on about 1 & lasted most of the afternoon. Philip's came in. Heavy rain all the afternoon & much cooler. Dined with fol. Ward - Mrs Ward & four Miss Wards & Philip's there - his accounts of how he punished the refractory ambassadors, by tying them all day by one leg to a tree, etc., very amusing. Did not get to bed till 11.

Sept 10th.In camp.Palgam.

Very heavy rain all night & a perfect deluge in the morning, so stayed here. Strained hard the whole day long without stopping, a thing I haven't experienced since May. A lot of fresh snow quite low down on the hills this evening & quite cold. fol. Ward came in about 6, so.

Sept 11th.In camp.Palgam.

Heavy rain all night & in the morning, so no chance of moving. Tent & everything else horribly dirty & wet & generally uncomfortable. I never saw such a continuous heavy rain. Went up to see some more of fol. Ward's birds & stayed to tiffin. Fresh snow all over the place.

Sept 12th.In camp.Palgam.

Another pouring wet night & morning - every thing soaking & muddy - so up very late. Went up to fol. Ward's & saw the collection of Malabar birds he is making for the Prince of Wales. After tiffin, went down to the river, which is in tremendous flood & a magnificent sight, & went on a bridge across it. It was shaking a good deal, so we soon came off & ^{hardly} got on the land. When the whole thing collapsed & was swept away. Near most of the bridges have gone, so it looks as if we shan't be able to get far when it does stop raining, if that ever happens.

Sept 13th.In camp. (marching)Lishmaham.

Not much rain in the night & none in the morning, so off at 11, 30 & got to Lishmaham at 4 - the valley widening out the whole way. Passed several bridges swept away & part of the road ditto, though the river must have fallen quite 5 ft since yesterday. All my coolies have come here to see them & have brought me presents of fruit - which I have to pay for!!!

After seeing the brute charging towards me, I lost sight of him for a moment in a slight hollow, took about two steps up the hill - rather towards him - & was looking down the hill, expecting to see him pass below me, when he charged me in the left side before I had time to do anything. Lasso But says the bear passed close to him & seeing him coming ~~at~~ towards me & I looking down below - he hit him 3 times on the nose with his stick which made him severe, but he immediately went on towards me. L.B. was above me & I could not see what he was doing. The hunters were driving the male up to me from below & I was about $\frac{3}{4}$ of the way up.

1905.

1254 miles.

Sept 14thIn camp. (marching)Eiskmakam mala.

Wf about 9, 30 & moved camp about 3 miles up a mala due E. of Eiskmakam Village. Very close & steamy, but no rain. Preparations being made for a bear drive tomorrow made an excuse for not going out this afternoon. Sundoo gave me a letter - in English - today, asking me not to pay the men's wages or backsteech through Lacroo But!!! He did almost stealthily when L.B. had gone away & was evidently in a great funk.

Sept 15thIn camp.Eiskmakam mala.

Wf fairly early & first had the mala close to the camp driven down for a bear that did "not want up". I was put in the middle of it amongst some trees & if a bear had come should have got a shot within 20 yds. However one did not. Then had an awfully stiff climb through the densest jungle to the top of the hill on the S. & a mala was driven up to me, but nothing came, though we saw the tracks of a bear which had broken away to the left. Had two more blank drives & then went back to camp. Beaters keen & hard working but had very elementary notions of driving, ditto Lacroo But.

Sept 16thIn camp.Eiskmakam mala.

Wf about 9 & had a stiff climb almost to the top of the mala due E. & took up my position on the side of a steep hill below a big rock. Waited for a long time, when I suddenly heard a noise behind me, & looking round saw an enormous black bear about 20 yds away coming full tilt at me. I was sure he would swerve, but he did not & was on me before I had time to put up my rifle. He knocked me over & the men say we tumbled down the hill together, first one & then the other on top, the bear worrying me all the time. However I eventually arrived at the bottom of the hill without the bear, very sore & bruised & rather knocked out of time. All the men much excited & sure I was done for. Went back to camp & found he had bitten me rather badly in the back & had clawed me in several places too & generally I am very sore all over, my face too badly skinned. Don't know where the bear came from as the men were beating the mala up to me & he came from above. By thinking he would swerve, I just lost the chance of firing at him, as I ought to have done. Felt no pain when he was worrying me at all & was not at all in a funk - don't suppose I had time.

Impressions of India—

1. Its wonderful colouring.
2. Its size & population.
3. The solemnity or sadness of the people.

The colour of the native dresses, etc, in the bazaars at Bombay makes a wonderful impression upon one at first—familiarity soon causes this to lose its effect, but Jaipur is equally impressive or even more so—the width of the streets there too is very effective. The immense number of people one sees in the towns too is wonderful—just like bees in a hive—but all seem solemn & depressed, so very different to the Burmese & Siamese, who are always cheerful & chattering—& exceedingly idle.

China—at least the parts I saw—is very flat & ugly & low. The people are of much more physique—especially in the north—than I expected & some are very fine men indeed. Part of them have very refined features & are quite good looking, but the lower class look awful wretched. Canton is fairly clean, but the dirt in the streets is indescribable at Peking. The Chinese, like the Indians, are very stubborn & absolutely resistant to the Japs, who are quick & passy & very ~~able~~^{keen} to assimilate modern ideas in any way—the majority of the men wear the flowing robes of the country & filthy cock hats.

The sea port towns are most uninteresting—just like any sea port town in England—and in all the towns the streets are very disappointing—the houses all of wood & very low & in fact they resemble a sort of imagine a native made settlement in America or Canada to be like once then anything else. Electric trams in Tokyo to an enormous extent—one often sees 20 or 30 together. The Japanese have a low type of countenance, especially amongst the lower classes. The women have charming manners, are very cheerful & happy, and by no means pretty, though I declare, after living in the country for some time, we might think them so.

1905.

1267 miles.

Sept 17th.In camp.Lishmakam mala.

Had a laddish night & woke up awfully stiff & sore - the bite in my back had bled a good deal, but otherwise seemed going on well. Lacroo But dressed it with Visha, which is the only stuff I have got to put on. My throat & neck very sore & I have bitten my tongue badly too - think I must have fallen on my head & neck when I rolled down the hill yesterday. From all accounts it was a wonder I did not hurt my self badly by doing that alone, as the slope is very rocky.

Sept 18th.In camp.Lishmakam mala.

Better night, but woke up with a bad head & feeling even stiffer & sorer than yesterday. Wrote letters most of the day. Two men from Meer - L.B.'s village - came to see how I was.

Sept 19th.In camp.Lishmakam mala.

Bad night & very tired this morning & don't feel up to moving about at all. Settled to make a short march towards Islamabad tomorrow, as I don't feel equal to any more shikar.

Sept 20th.In camp. (marching.)Leer.

Off about 9 & marched down to Lishmakam village & then turned to the S. down the valley to Leer - my first camp on March 14th. I'm at 12, very tired. Arrives at 1.30. The valley looks wonderfully pretty compared to what it did in March - there are some very fine trees in it, chiefly walnuts & chestnuts & of course all the snow has gone, even from the top of the hills.

Sept 21st.In camp. (marching.)Islamabad.

Bad night again - off about 8.30 & marched down the valley to Islamabad, which we reached about 12.30. Passed 5 sahibs on the road - Suoras, Kidder & another gang chukor shooting in the Sind valley & two globe trotters. Found some sentiment & bandages most kindly sent by some by Miss Lockhart. No dunga here yet, so camped at Nambal. The river has been over the banks here, so there must have been a tremendous flood. Percy came in from Suoras having got a 41 inch iller & two of 21 inches!

Shikar in September.

Marched on	11 days.
Stalked on	2 "
Saw game on	1 "
Stalked game on	1 "
Shot at game on	— "
Hit game on	— "
Killed game on	— "
In camp on	10 "

Total from March 11th to Sept 23rd 1905—197 days.

Marched on	107 days.	1 bear & 1 goral hit whilst marching, but not got.
Stalked on	46 "	
Saw game on	29 "	
Stalked game on	25 "	
Shot at game on	18 "	
Hit game on	16 "	
Killed game on	12 "	2 ibex killed on one day, ditto 2 bharal.
In camp on	44 "	

In camp on 10 days owing to bad weather—on 18 days owing to lack of workes—on 2 days waiting for bridges to be repaired—on 3 days owing to illness.

Total Bag from March 11th to Sept 23rd.

1 Narasingha	34 inches.
1 Markhor	44 "
1 tahr	18 "
2 brown bear	
4 ibex	42½ × 11—37 × 10—37 × 10½—34 inches.
4 bharal	25 × 10½—24 × 11—22 × 11½—22 × 11 inches.
1 sis ammon	48½ × 18 inches.
1 Skopie	32 × 12 inches.

2 tahr, 1 bharal & 1 black bear but not got. Total number of miles traversed = 1333 of which
 2 bharal missed. 1 goral killed but not got. on river = 300—on road = 1033.

1905.

1283 miles.

Sept 22nd.Total since March 11th = 1383 miles.In dungah.On river.

Dungah arrived last night, so off about 9.30 & went down the river - paddling. A trace of the flood last week all over & in many places the banks have collapsed. Had to tie up for about 3 hours in the middle of the day owing to wind. It dropped later & turned out a beautiful evening, but not too hot.

Sept 23rd.Redon's Hotel.Shrinagar.

Went on all night & reached Shrinagar about 10 a.m. Went to see Lockburn & on to Redon's Hotel. The flood must have been very bad - the bund burst near Messerang's shop - as there is water still all round the hotel. Busy all the afternoon paying darsos But & all the coolies off. Gave L.B. Rs. 80 backwash, Sundoo & darsos Rs. 12, the cook Rs. 15 & the remainder Rs. 5. They seemed well pleased, but I don't think it was too much for seven months & they are all very good men & worked very willingly indeed. Miss Ward married today - wedding put off from 19th owing to the floods, which were 8 ft below the big flood of two years ago. Found Abdul here.

Sept 24th.Redon's Hotel.Shrinagar.

Jimnie arrived about 12 from Anarbal. Hamultra & his wife came in to tiffin from Gulmarg. After tiffin went down into the city in a shikara to Mahadon's & other shops. City looked very picturesque in the setting sun, but is indescribably filthy & the smells are truly awful. Find I have bought a tremendous lot of things.

Sept 25th.Redon's Hotel.Shrinagar.

Went in a shikara to Thompson's office, Lockburn's & afterwards I went to the Mission Hospital & got Dr. Leach to look at my bear bites. He said they were going on well & that I had had a most wonderful escape - "miraculous". He said every year they get several natives in the hospital with most terrible wounds caused by bears, generally in the head - sometimes the whole face being torn away. He would take Rs. 20 & give him Rs. 16 to the hospital. Went in shikara down the river & on through a canal - past the "Ladies Bazaar" & back.



1905.

Sept 26th.Redou's Hotel.Shrinagar

Bower came in to breakfast, having come from Leh via Wardwan. Lunched with Miss Jockburn & Jockburn in their houseboat - she had met Elai at Simla. J.T. & I then went in the shikara to the Dal Lake. A long approach through "floating gardens" - an awful fraud - into the lake, which is very pretty & in the sun set looked quite lovely. I had never remembered such a scene in Kashmir. Megram & Bower dined with us & we had a very pleasant evening - pop, port & liqueurs!!! Staid very late - return to civilization!

Sept 27th.In dunga.Mr. Jhelum.

Went in the shikara to Jockburn's & paid his account & afterwards to the Museum & the Library. Left in the dunga about 3,30 & went slowly down the river as far as Shadipur, where we tied up. A lovely evening & everything looked very nice.

Sept 28th.In dunga.Mr. Jhelum.

Off about 10 & got to the Wolar lake about 1 - very hot. Poked across it & got to Sopur about 5,30, where we tied up for the night. A nuisance of mosquitoes about, but they don't sting luckily. Several sahibs about in houseboats & dungas.

Sept 29th.Dak Bungalows.Baramulla

Off about 9,30 & went down the river to Baramulla, which we reached at 2. Went to the dak bungalow as it will be more convenient for starting tomorrow, which I hear we have to do at 4 a.m., as the road has been badly damaged by the floods & in places is still not repaired.

Sept 30th.Dak Bungalows.Dulai.

Up at 3,45 & off at 5 & drove for an hour in the dark, getting to Uri at 9,30. where we had breakfast. Passed 2 broken bridges en route, but temporary bridges had been made. Got a drink at Farkhi about 3,30 & reached Sonel at 5,30 to find the dak bungalow full, so went on to Dulai, which we reached at 7 & fortunately found empty. A long drive in a most rickety & shaky trape of 73 miles & the dust in places awful - thunder storm all round Sonel, but no rain. There ought to be some means of communication between the dak bungalows, as it is no joke to get to one late at night & find it full.

Meteorological Statistics. 1894-97.

<u>Latitude.</u>	Highest temp.	lowest	average annual rainfall.
Gibraltar	94°.	35°.	. 37 inches.
Lyons	94°.	66°.	. 88. "
Straits Settlements	93°.	66°.	. 89 "
Hong Kong	94°.	41°.	. 81 "
West. Australia	112°.	35°.	. 29 "
South Australia	111°.	34°.	. 18 "
Victoria	108°.	30°.	. 23 "
New South Wales	109°.	37°.	. 39 "
Queensland	100°.	36°.	. 48 "
New Zealand.	88°.	31°.	. 55 "

1905.

Oct 1stThambers' Hotel.Murree.

Went about 8.30 & drove on a level road to Kohala, where we crossed the river into English territory. Then started up a tremendously steep hill, though the road was on a beautiful gradient, which lasted till we got to Murree at 3. Murree is a pretty place on the very top of a hill, well wooded, with a fine view of the plains. Lots of English sahibs & mem sahibs & Somnises. Had beef for the first time since February. The Bengalis are away, so we went to Thambers' Hotel, which is fairly comfortable & the food good.

Oct 2ndHashman's Hotel.Rawal Pindi.

Went about 9 & drove down the hill & on over the plain to Pindi, which we reached at 3. Found luggage sent on with J.T.'s bearer from Panagar, here all right. Not so hot as I expected but too much so to be pleasant. Only a few soldiers in the hotel.

Oct 3rdHashman's Hotel.Rawal Pindi.

An awfully hot night, simply lay in bed being bitten by mosquitoes & sweating. Went for a short walk but could not stand the sun. Afterwards went to tiffin with Miss Wildman, then to Sir Percival's Blood's bungalow to see a big banyan tree & afterwards drove round the Park. Three soldiers at dinner & none of them spoke one.

Oct 4thIn train.

Left Pindi at 6.16 - quite cool at first. Engineer named Old told us a lot about the line. Got to Umballa about 7. J.T. left to go on to Allahabad & Benares.

Oct 5thIn train.

Got to Mogul Serai at 3 p.m. & had to change. Got half ^{empty} carriages on & mine contained two men besides myself, a woman & a baby!!! Climate seemed to entirely change after Mogul Serai & became very steamy & damp & very sweating.

Population of Calcutta = 1,106,738. (with Howrah & suburbs.)

90 miles from sea — It is on the Hooghly, a very dangerous river to navigate & the pilots on it are better paid than any others. There is great danger of cyclones & shoals are always shifting & forming. It cannot be navigated at night, nor until the tide makes, nor can it be ascended — many ships have been lost in it. Calcutta has some very fine buildings & a beautiful maidan, on which is the race-course & some fine statues.

The original settlement was in 1690.

In the 30 years from 1872-1901 the population of Calcutta has increased by $\frac{1}{3}$.

" Bombay " " $\frac{1}{5}$.

" Rangoon " " 137 per cent.

" Karachi " doubled.

" Madras " increased by $\frac{1}{4}$.

Population of London = 36,000 people to the square mile.

" " Calcutta = 145,000 " " " " " (one ward.)

In N. ward of Calcutta, 80 per cent of the space is covered by solid masonry buildings.
(Weekly Times. 15-9-05.)

Calcutta = 8259 miles from London via Marseilles.

1905.

#.

Oct 6th.Grand Hotel.Calcutta

After an awfully hot & uncomfortable night, reached Howrah station at 6. Went over the wire on a ferry steamer & then drove to the Grand Hotel, which seems fairly good, but it is terribly hot even at 6 a.m. & before the sun was up. Went to King, Hamilton & Co's, which was shut up owing to natives' holidays, so I could get no letters, & to Rankins, etc. Wrote letters after tiffin, as it was too hot to go out. This hotel has electric punkahs, which are a great blessing & make a beautiful draught in a room.

Oct 7th.Grand Hotel.Calcutta.

A cloudy morning & not so hot. Drove to Rankins & tried on some clothes & afterwards went for a drive down the "Red Road" to the Zoo, but it was crowded with natives - it is the Poojah holidays - so came back. The whole place is crowded with natives - they say they have 130 holidays in a year! - & one can hardly move about. Went for a walk after tea, but it was desperately muggy & steamy.

Oct 8th.Grand Hotel.Calcutta.

A very close muggy morning. Wrote letters all the morning & went for a drive after tea round the Maidan - very pretty & fairly cool.

Oct 9th.Grand Hotel.Calcutta.

Jimnie arrived this morning from Puaras & after a long talk, we settled to abandon the trip to Sylhet & Dargulig - as we could not leave the former place till Nov 5th - & go to Burma instead. Went to King, Hamilton & Co's & settled up my account with King, King & Co at Bombay - have spent a good deal more than I thought, & shall get more than £1,000 out of the letter of credit I started from England with for £2,000. Went on to Forbes & tried to make out our route to Yokohama, but must leave it to be settled as we go on. Got 2 mails from Bombay & 4 packages. Went to book berths for Rangoon on a B.I. boat sailing on Friday & afterwards went for a drive along the Maidan - very hot & muggy.

Foreign Imports & Exports. 1903.

Imports _____ in millions of £. sterling _____		Exports	Total.
United States	122.1	41.6	163.7-1
France	49.9	22.1	72.-2
Holland	34.9	14.0	48.9-5
Germany	34.5	34.5	69.-3
India	32.3	35.3	67.-4
Russia	30.9	16.1	47.#-6
Canada	27.2	13.2	40.4-7
Belgium	27.7	12.7	40.4-8
Argentina	19.1	8.6	27.7-10
Australia	17.0	18.1	35.1-9
Denmark	16.5	4.3	20.8-13
Sweden Norway	16.0	8.4	24.4-11
Spain	13.9	5.2	19.1-16
New Zealand	13.4	6.9	20.3-14
Egypt	12.9	6.5	19.4-15
Brazil	6.7	5.8	12.5-12
Straits Settlements	5.8	3.2	9.-20
Cape Colony	5.2	18.8	24.+12.
Chile	4.5	3.3	7.8-21
Asiatic Turkey	4.5	3.3	7.8-22
Romania	4.2	0.9	5.1-23
Italy	3.4	8.4	11.8-17
China	2.6	6.7	9.3-19
Japan	2.2	4.7	6.9-18

1905.

Oct 10thGrand Hotel.Calcutta.

Went shopping all the morning & after tiffin drove to the Zoo - a very fine garden & quite a good collection of animals, but some of them looked very poor, probably on account of the hot weather, as they had any amount of room to move about in.

Oct 11thGrand Hotel.Calcutta.

Went to King, Hamilton & Co's & settled up with them, making over to them the remainder of my letter of credit for £2000. which I took from England last November, & taking £975. in ~~£100~~ circular notes from them. Not having heard from the London Bank, it looks as if this will have to last till I get home. Packed up after tiffin & then went for a walk, but it was like walking in a Turkish Bath & I soon had enough of it.

Oct 12thGrand HotelCalcutta.

Drove to Benson's & tried on some clothes. After tiffin drove round the Maidan & down the Bund & round the bazaars, which are crowded like a beehive & slightly odorous in this hot weather.

Oct 13thS.S. "Palitana".In the Hooghly.

Went on board the "Palitana" - a B.S. S.R. steamer of 2990 tons - about 7 a.m. at the Mackinnon Wharf. Had to pass the doctor for plague first, but it was a very trivial inspection - he only felt my pulse. The "Palitana" is a clean boat but only has accommodation for about 30 first-class passengers - there are only about ten on board, so everyone has a cabin to himself. There are however a thousand Indians on board all going to Rangoon. They wait in Burma till they make a little money & then go back to India. Off about 7.30 & backed for some distance down the river, then swung round & went a good pace down stream, till 3.30, when we anchored till 6 owing to shallow water. The land on each side is very low & uninteresting - not at all unlike the Humber, except for the palm trees. Cool at first, but afterwards very hot indeed.

Passengers = Schreyer, a man with some sugar patent - Isdale, rice merchant from Japan - Innes, an engineer ("Isdale") / Proburn & another globe trader.

Burmah is bounded by China, French Indo-China & Siam on the east.
" " " " Bengal & Assam " " North.

Has a total area of 236,738 sq miles & a population of 10,490,624. / including Shan states & Chin Hills
90 per cent of the people are Buddhists.

The delta is flat, but above that upland, hilly country.

Rice & teak are the principal exports.

Fairly rich in minerals, especially jadestone & petroleum.

The Irrawaddy is navigable for 900 miles.

Population of Rangoon = 234,881.

" " Mandalay = 183,816.

Burmah was annexed in 1886.



Entrance of Shwè Dagon Pagoda.

Rangoon

1905.

Oct 14th.S.S. "Palitana". B.I.Bay of Bengal.

A dull morning & the boat rolling a good bit. Quite a breeze all day & not very hot, but still it is very muggy & steamy & unpleasant generally. A very uninteresting lot of passengers aboard, chiefly, I should say "bot wallahs" - all English, except one German, who is desperately keen to play cards. Did not see a single ship all day. One native woman going 1st class - the wife of a money lender in Bombay.

Oct 15th.S.S. "Palitana". B.I.Bay of Bengal.

Several very heavy rain squalls in the morning - the captain thinks there has been a cyclone to the westward, but we have passed it. Sighted land - Bassein - at mid-day, hilly at times, but generally low lying with palm trees on it. Passed the lighthouse on Cape Alagar da about 4, with the wreck of a B.S. ship close to - she had gone ashore about a month ago in heavy rain - a current having set her 30 odd miles out of her course. Today we had a current against us for nearly 30 knots, when it ought to have been with us - probably due to an adjacent cyclone.

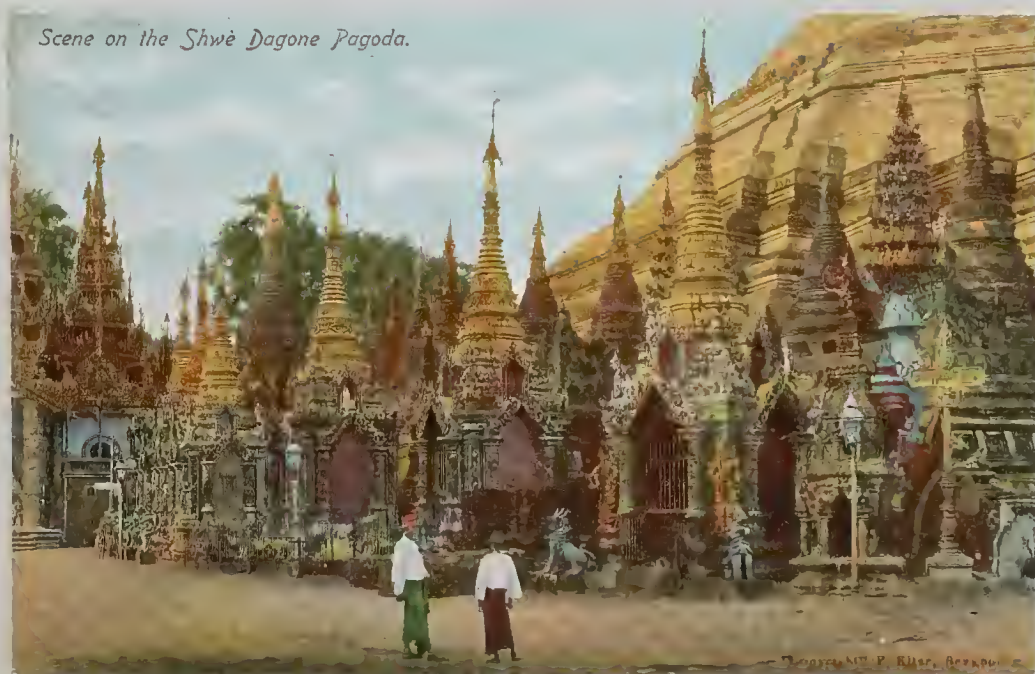
Oct 16th.Royal Hotel.Rangoon.

A frightfully hot night. Got to Rangoon about 8, but had to wait a long time whilst the doctor inspected everybody - crew, native passengers & Europeans - on the ship. Went to the Royal Hotel, which seems quite good. Afterwards drove to the B.S. office, but they could only say their boat for Singapore would start any day from Thursday to Monday, so it is quite hopeless to go by boat up to Mandalay, as it takes nearly a fortnight there & back, & it is too hot to do it by train - 24 hours each way. Rangoon seems a very quaint place - narrow old fashioned streets & shops along the river, which here is very wide. The natives seem a cheery lot & wear a very big brimmed straw hat. Flatland all round it as far as one can see. Two steam rollers at work, which seem rather out of place. The gheris are pulled by very small, but very stout ponies, which go along a good pace. Drove to the big pagoda, through some very pretty gardens with wonderful tropical trees. That awful at night & all ones clothes saturated with perspiration.

The elephants take the place of cranes in England & are wonderfully clever at lifting very heavy logs, using their tusks & trunks to lift & their heads & legs to move them into position when lifted.

The Shwe Dagon Pagoda is said to have been built in 588 B.C.

The Burmese are short & thickset & very like the Chinese in appearance. Everyone is supposed to spend some time of his life as a monk.



1905.

Oct 17th
Royal HotelRangoon.

Drove before breakfast with Forbush & Dickinson to Youcer's teak yard & there saw the elephants lifting & arranging logs of teak in heaps. The Burmese women look very quaint something enormously long white cheroots. Drove to the Gymkhana Club, for which A. Hamilton put our names down. The vegetation is quite wonderful & the gardens of the Bengals very pretty - the latter are all built on piles & where the ground floor would be, is air. After tiffin drove to the Shwe Dagon Pagoda - a gilt dome 370 ft high & 1355 ft in circumference & on the top are innumerable gold & silver jewelled bells. There are 4 chapels at the foot with colossal figures of Buddha & at the outer edge of the platform, innumerable small pagodas with images & bells of all sizes - one of the latter is said to weigh 42½ tons. This was sunk in the Rangoon river whilst being taken to Calcutta. English engineers failed to raise it, but the Burmese succeeded. There are some graves of English officers killed in the 2nd Burmese war. There are flower stalls along the entrance, at which the natives buy offerings & candles. Afterwards drove round the "Lakes" - a very pretty sheet of water with gardens all round it very nicely laid out.

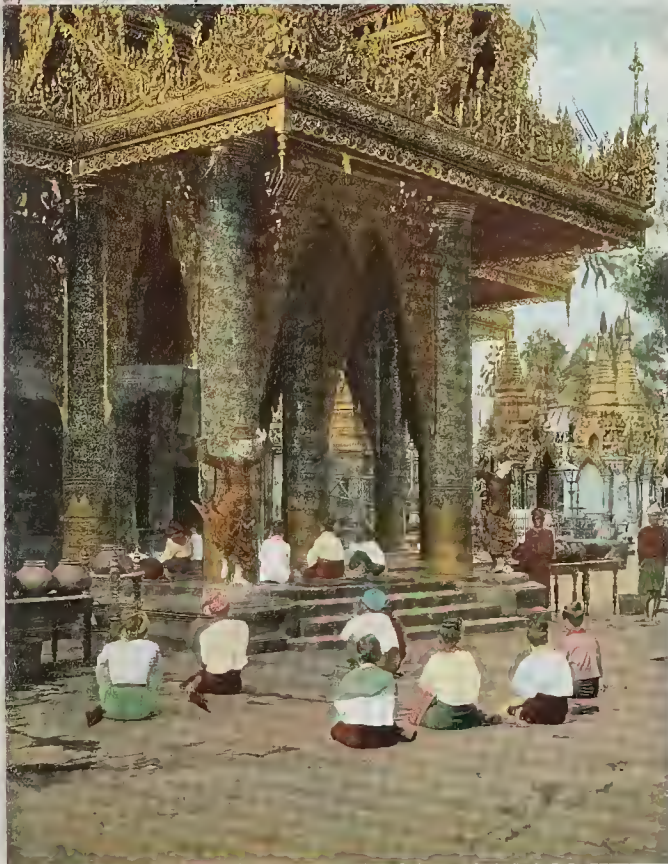
Oct 18thRoyal Hotel.Rangoon.

Went out shopping in the morning & to books. After tiffin went to the Chinese Temple, where we were not allowed to go in, & to the Shwe Dagon Pagoda. There is a chance of getting away on Friday by the Calcutta steamer, which they may stop at Singapore - otherwise we must wait till Monday or Tuesday?

Oct 19thRoyal Hotel.Rangoon.

A tremendous lot of rain in the night & a wet morning, but a good deal cooler. Went to the B.S. company, but found their Calcutta boat cannot call at Singapore, but they hope to start a cargo boat on Saturday or Sunday for Singapore only. Got leave to go over Balloch's rice mills. After tiffin drove into the country round Rangoon, but it is not very interesting & awfully low & swampy.

There are no baths in this part of the world, one pours water over one's
 out of a big earthenware jar. It runs out of the room, which is tiled,
 through a hole in the floor.



Worshippers on Shwè Dagone Pagoda.

"Copyright" P. Klier, Rangoon, 15

The "Lofala" has 8400 tons of rice on board, which she is carrying from Rangoon
 to Yokohama at Rs. 8-8 per ton. To make a profit she ought to charge at least
 Rs. 12 per ton, but owing to the many "tramps" there are, she runs at a loss
 in order to cut them out. "Tramps" cost less to build, pay less wages to officers &
 crew, etc., & therefore can make a profit at a less charge per ton than a B.S. boat can.
 B.S. ships are written off 8 per cent a year.

A R.N.R. officer can carry a blue ensign on a merchant ship. Such he
 commands if he has 10 R.N.R. men on board as part of the crew.

1905.

5.10.

Loyal Hotel.

Rangoon.

Had breakfast down to, Burmese & 10's rice mill & went over it with the manager.
 Some very ingenious machinery for separating the husks, etc from the rice &
 also for drying the grains of the latter. The workers burn molasses in the husks.
 They are drying over 1000 coconuts. A good deal cooler, so went for a walk round the
 grounds & etc tea, but apparently there are more Hindoo & Chinese in the town
 than Burmese. Heard the "Salala" will sail for Singapore on Sunday. Bought
 4 Phillip's Stems.

Co. F. G. Hale.
 PASSED MEDICAL EXAMINATION.

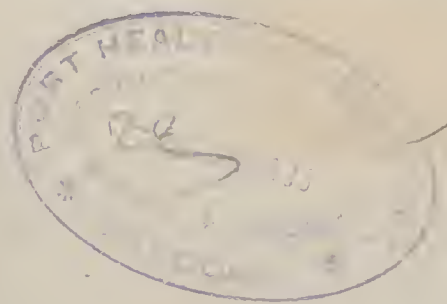
NOTE.--You will not be allowed on board the vessel
 without this pass, which must be delivered to
 the Police Officer on duty on the vessel.

Rangoon.

Mr Cockburn

Dr. F. G. Hale

the "siam" - very pretty grounds &
 we went to a Baring entertainment,
 held between 11.00 - 12.45 - a Bazaar
 of Burmese. The latter had not a long



It may & after being examined by
 the "siam" some distance down the river.
 good accommodation for passengers,
 including Bedale & 3rd class.

At 8.15 got on the ship about 12, she goes very slow - about 9 knots &
 is very high as she has 500 tons of rice on board. The "siam"
 will be in the river, but the "siam" is not in the river - at 8
 the "siam" is not in the river, but the "siam" is not in the river.

Co. F. G. Hale. B.I.

... .. under the
 recovery

B.B.P. - 05.

There are no gates in the wall of the city. It is all one
 out of a big wall. There is a wall of the city, but it is all one,
 though a hole in the wall.



Worshippers on Shwè Dagone

Copyright P. Kher, Rangoon.

The "to, a" has 8,000 tons of rice on board
 to Yokohama at Rs. 8-8 per ton. &
 Rs. 12 per ton, but owing to the many
 in order to cut them out. "Stamps" is
 crew, etc. & therefore can make a profit
 Rs. 5. snip is written off 8 percent a year.

L. P. N. R. gives an idea of the value of a merchant ship. It is
 commands if a vessel is R. N. R. then in the last part of the year.

1905.

Oct 20th.Royal Hotel.Rangoon.

Before breakfast drove to Bulloch & Co's rice mill & went over it with the manager. Have very ingenious machinery for separating the husks, etc from the rice & also for sizing the grains of the latter. The boilers burn nothing but the husks. They employ over 1000 coolies. A good deal cooler, so went for a walk round the bazaar after tea, but apparently there are more Hindus & Chinese in the town than Burmese. Heard the "Safala" will sail for Singapore on Sunday. Bought two wing elephants at Miller's & sent them to Mullie's steam.

Oct 21st.Royal Hotel.Rangoon.

Drove up to the Zoo & walked round it & the "lakes" - very pretty grounds & quite a cool breeze for a wonder. After dinner went to a boxing entertainment, the chief item of which was a 10 round fight between Jellicoe - 9st-12 lbs - & Rogers - 9st-8 lbs - for the light weight championship of Burma. The latter had 'nt a look in & was knocked out in the 3rd round.

Oct 22nd.S.S. "Safala". B.I.

Up soon after 5 & went down to the deewi St quay & after being examined by the doctor, went in a launch to the "Safala" some distance down the river.

She is a cargo boat of 5330 tons & has good accommodation for 8 passengers, but there are 8 - one lady - on board, including Captain & skinner.

Started at 8 & got in the open about 12. She goes very slow - about 9 knots - & is very deep as she has 8000 tons of rice on board for Japan. The "Ulla" passed us in the afternoon. Had a talk with the captain - Pickers - about navigation after dinner, which is at 6! Very cool & quite smooth.

Oct 23rd.S.S. "Safala". B.I.

Hot night. Up at 7 & had physical drill - Landwehr - under the direction of the captain for 1½ hours. Turned out raining & showery & looks bad. Ship going very slow.

Straits Settlements.

Singapore.
Penang.
Province Wellesley.
Malacca.

In 1903. 10,506 ships (18,404,383 tons) entered Singapore - excluding native vessels.

Principal products = rice, sugar, tin, rubber, spices & tin.

Federated Malay States.

Perak.
Selangor.
Negri Sembilan.
Pahang.

Governed by native rulers under advice of a British resident.

240 miles of railway. Chief export = tin.

Borneo = 850 miles in length & 600 in breadth.

British North Borneo Co. — Sarawak (Rajah Brooke) —

Brunei — Dutch ($\frac{2}{3}$)

Sumatra & Java are Dutch.

Population of Singapore = 246,880. Was annexed in 1819 by Sir S. Raffles.

Distance from London via Marseilles = 10,112 miles.

The Mexican dollar is in use in Hong Kong & the Straits Settlements. It = about two shillings, but now is = $\frac{2}{2}$.

1905.

Oct 24th.S.S. "Sofala". B.I.Off Malay Peninsula.

Very hot night, but cool in the morning. Had physical drill from 7 to 8.30. Yesterday's run = 220 knots. One of the passengers called Brear - an engineer - made the flight to Lincoln section of the S.D. & T.F. railway. Went over the ship with the captain & saw Stearns' patent log heaved - a tube of some chemical mixture shears the depth by compression. Sighted "Pence Island" about 3.

Oct 25th.S.S. "Sofala". B.I.Off Malay Peninsula.

A strongish breeze. Physical drill as usual. Passed an island about 3. Some excitement after dinner because Mrs Morant could not find her husband. The ship was searched, but he was eventually found as kept on the bridge deck behind a water but, & had not fallen overboard as we feared.

Oct 26th.S.S. "Sofala". B.I.Off Sumatra.

Heavy rain in the night & steam whistle going for some time. Physical drill as usual. Very hot - wind dead aft. Shot at sharks & porpoises. Passed an Italian man of war going N. Yesterday's run = 217 miles. Sighted Sumatra early in the distance & some low lying land on the Malay peninsula.

Oct 27th.St. Raffles Hotel.Singapore.

Very hot night, but cooler in the morning. Physical drill as usual. Sighted Singapore about 1 & about 2 the doctor came on board, after which we went into the harbour & along a wharf. Got our baggage with some difficulty into a bullock cart & drove to Raffles Hotel - a big building, but very full. Singapore is on an island 27 x 14 miles & separated by a narrow strait from the shore. Some fine buildings & very busy streets full of rickshaws run by Chinese. Took tickets for Bangkok by a German boat sailing tomorrow at 12. Very hot, but a slight breeze from the sea, which the hotel faces, makes it bearable. Got to the hotel at 4.30. Captain Nielsen dined with us, also Brear, Ordale & Schreiner & we had a very festive evening. Left with a "Dutch wife."

Siam is between Burma & French Indochina.

It is 220,000 square miles & the population is about 5,000,000, of whom about $\frac{1}{3}$ are Siamese, $\frac{1}{8}$ Chinese & the rest Thais, Laos, Malays, Burmese & Cambodians.

The principal religion is Buddhism.

About 80 per cent of the sea borne trade is with the British Empire, but German shipping largely exceeds English.

The chief products are rice & teak.

Total imports in 1903 = £2,957,000.

" exports " " = £3,956,000. (rice = £3,010,350.)

The revenue is produced from opium, spirit, & capitulation taxes, customs, etc.

Army = 8,000 men & a few small gunboats.

There are 310 miles of railway.

The currency is the tical - 17 = £1.

Population of Bangkok = 400,000.

Wat Sutat
Bangkok (Siam).



1905.

Oct 28thS.S. "Korat." N.D.L.Off Malay Peninsula.

Very early I went to the Norddeutscher Lloyd offices to pay our passage to Bangkok - 100 dollars returned. Left the pier about 12 & went in a launch to the "Korat" - 1900 tons. Schreiner came on board & introduced us to the captain & we drank much Lager beer. Five passengers besides ourselves on board - one lady. Off about 12,30. Did 12½ knots with the help of a strong current at first, but she is a slow boat - can carry 14 passengers. Feel very seedy after last night's entertainment, which was prolonged by Schreiner at the German Club till 4,30.

Oct 29th N.D.L.S.S. "Korat."Off Pagan.

A stifling hot night. Yesterday's run = 230 knots. Food breezy early, very hot later on.

Oct 30thS.S. "Korat." N.D.L.

Food breezy dead ahead, which is delightful & makes things much pleasanter. Yesterday's run = 241 knots. Swung ship for compasses in the afternoon. Bath on board the ship consists of a tub out of which one pours water on oneself. The stewards are all ^{Polish} ~~Polish~~ & speak very little English, but seem very willing. A lovely sunset & every imaginable

Oct 31stS.S. "Korat." N.D.L.Off Siam.

Very hot at night - the breeze being on the portside & our cabins on the starboard side. Yesterday's run = 221 knots. Sighted ~~there~~ here there lighthouse about 2 o'clock, on some islands S.W. of the mainland, which are well ~~not~~ wooded & look very pretty. There is deep water close up to them & in fact all round this coast. Anchored at 10,30 close to the schooner which marks the entrance to the river over the bar. The water is very shallow & the channel is continually changing. It could easily be dredged but they say the King of Siam is afraid to do so because men of war could then get up & might take Bangkok. At present only ships of about 15 ft draught can go up. This ship has fish as part of its cargo & it is beginning to smell very unpleasantly, especially when we were anchored. The N.D.L. ships are much better in every way than these German boats. The "Korat" was originally an English boat, but sold to the N.D.L. Co. - she was called the "Fantau" formerly.



The Siamese coasts very low lying land & no hills are visible from the sea.
Memam river.



Wat Cheng Bangkok (Siam).

96276 Siam Photo Supply Co., Bangkok, No. 63.



Entrance Wat Cheng (Siam).

96284 Siam Photo Supply Co., Bangkok, No. 64.

The so called white elephants are really brown, but with ears, forehead & trunk mottled a dingy cream colour. The shape & colour of the eyes & the position of the ears are different to ordinary elephants. The tails are longer - in white elephants - eyes iris yellow with red outer annulus & small clear black pupil. They are no doubt, Albinos.

1005.

101.14

Oriental Hotel.Bangkok.

Heighed anchor about 6 & went over the bar & into the river, which is very broad & fringed by all sorts of tropical trees. There seem no well defined banks & the river seems to divide into swamps & creeks on each side. All the houses are built on piles. Passed some big rice mills on the way up - 29 miles - to Bangkok & when we got there a lot of bark mills & factories. Went in a launch from the "Morat" up to the hotel, which is a fairly big one with good rooms. The streets seem very narrow & the houses small & squalid, most of the people Chinese. Went to R. D. S. office & found the only boat by which they can guarantee to get us to Singapore by the 11th leaves on Friday!!! After tiffin drove to a fine temple rather like the Sura Dagon Pagoda at Rangoon, but with some very curious stone & bronze images & some beautiful porcelain tiles. Also found the new & old palaces - the ^{later} ~~former~~ a fine building with lots of soldiers drilling, & the former in some very pretty gardens. Very hot & steamy & mosquitoes very bad indeed. Met Davy, who came from Port Said to Bombay with us. He put us down for the club here - small but comfortable & lots of English papers.

102ndOriental Hotel.Bangkok.

Got badly bitten by mosquitoes last night. After breakfast drove round to various shops & bought a japanned silver bowl from a man called F. Frankert for 158 bahts. After tiffin went in a launch up the river about two miles against a very strong stream. On each side of the stream are innumerable shops on boats & pontoons, & houses - some even with gardens on them - closely packed together as far as one could see. Landed & went over a very fine temple, much like the ones we saw yesterday, but with a very high tower in the centre of a pyramidal shape, but much broken up with layers of china - also some very beautifully coloured tiles. Forged over the river to meet Davy at the "Palace Landing", but were taken to the wrong place & missed him, so I walked home guiding myself by the tram lines. Went through some very squalid streets, chiefly inhabited by Chinese, & eventually got to the hotel, absolutely soaked ^{in sweat} - went through my coat & trousers. Went to the club. Saw the steamers "fleet" at anchor opposite the palace.

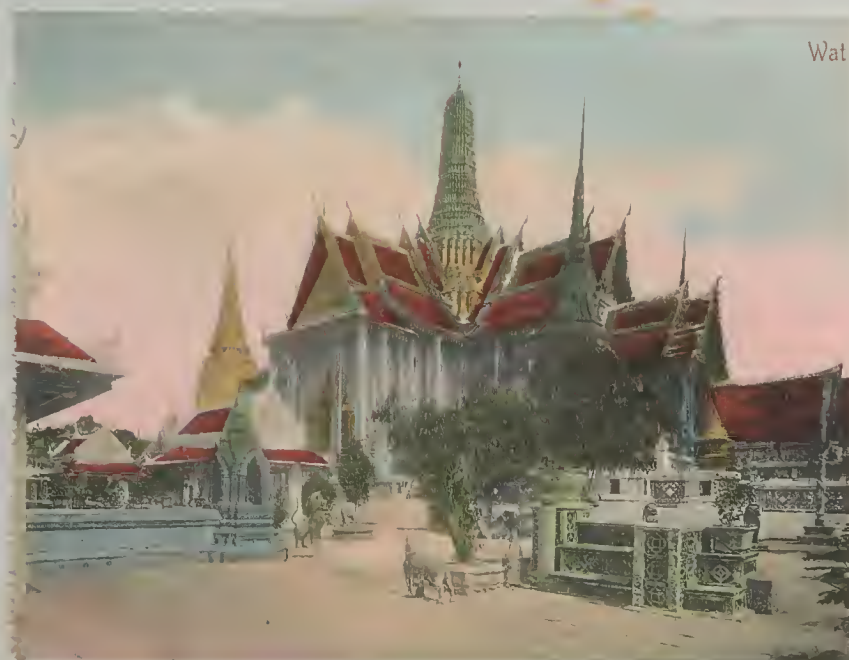


Shipping on the Menam near Windsor & Co.



Menam with Wat chang.

*Bangkok
Siam*



Wat Phrah Keo.



Shipping on the



enza



W. L. S.

Menu.

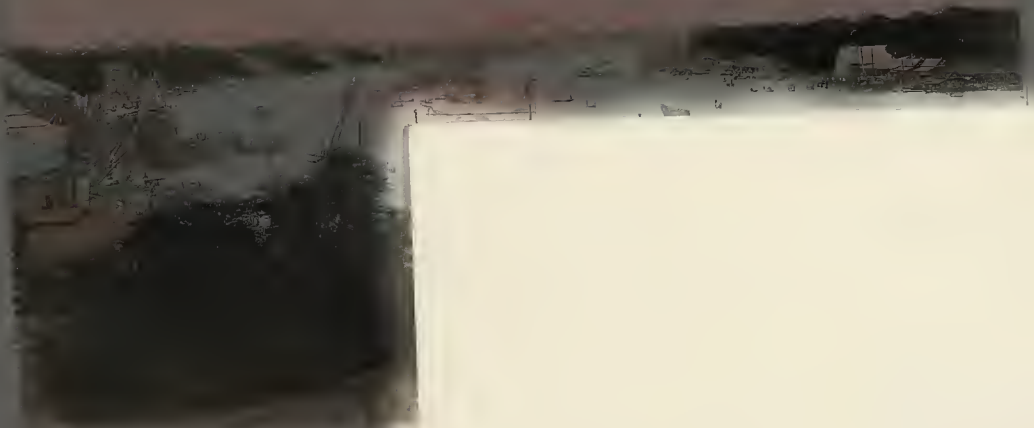
1. Hors d'Oeuvre.
2. Clear Bird's-Nest Soup.
3. Baked Red Fish.
4. Filet Steak, Romano.
5. Riz de Veau en Casserole.
6. Roast Saddle of Mutton, R. C. Jelly.
7. Braised Ribs of Beef, Garnished.
8. Roast Turkey and Sausage.
9. Iced Asparagus, French Dressing.
10. Pouding Saxoine, Sauce Sabayon.
11. Minced Pie.
12. Glace King Edward VII.
13. Suprême of Roquefort.
14. Cheese.
15. Dessert.
16. Coffee.

at the night hours about 4 or two or
3 or 4, but as it is too cold, or
just on the east. I suppose I will
not be able to see it. The weather is

21st April.

Left at 10⁰⁰ AM for the house. At 11 AM
left the house - 10⁰⁰ AM - 10⁰⁰ AM - 10⁰⁰ AM - 10⁰⁰ AM
After tiffin walked to the Post
at night. Very pleasant to be on shore

Singapore.
Local wet at noon, but
clear in course of the day.



Shipping on the



M



1905.

Nov 7thP. S. Dorel. N.D.L.Singapore.

Sighted several islands at daybreak. Passed the lighthouse about 4 & turned nearly due W. Dropped anchor about 7 off Singapore, but as it was too late for the doctor to come aboard, had to stay the night on the boat. Averaged a shade under 11 knots from Bangkok to Singapore. A cheery evening with the captain.

Nov 8thRaffles Hotel.Singapore.

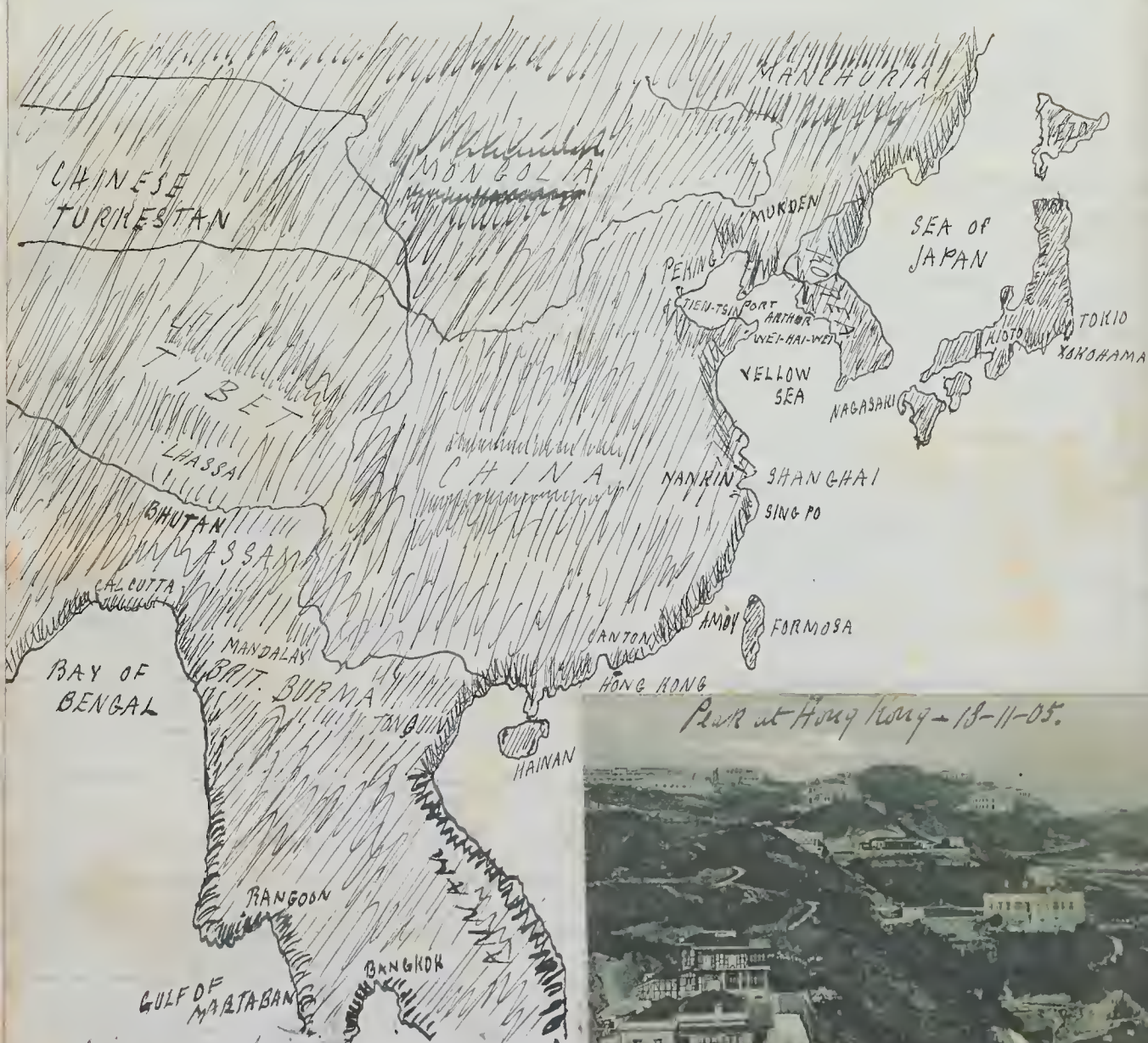
Doctor came on board about 7, 30, but only examined the crew. Went on shore in the agent's launch & landed about 9. Went to Raffles Hotel & got 2 rooms - Very hot on shore. Pygares still here. After tiffin walked to the Post Office & had my hair cut. Delightfully cool at night & very pleasant to be on shore.

Nov 9thRaffles Hotel.Singapore.

Packed all my clothes in the morning. A real wet afternoon, but cleared up about 5 & went for a walk. "Special dinner" in honor of the King's birthday - quite good.

Nov 10thRaffles Hotel.Singapore.

After breakfast went shopping & after to the Museum. Latter quite a good one with the some extraordinary insects - some absolutely exactly like leaves - in fact if one could not see their legs & heads, one would have sworn they were not insects. Others just like pieces of the bark on a tree - some quite 6 inches long. Also some enormous cockchafers & butterflies & crabs & lobsters. After tiffin it rained, but cleared up about 3, so drove to the Botanical Gardens, which are beautifully laid out & supposed to be the best in the East. Some very fine palms, etc. & as a specimen a tree in all the surrounding countries. A hundred down stream of carriages & rickshaws going out into the country - presumably were going home from business. Saw a number of people playing tennis & a football match going on as well.



View at Hong Kong - 18-11-05.



"Simla" was built in 1894, = 5884 tons & 4500 horse power

Greetings from Hongkong

*A
a long and
from 1894
1894
1894*



1905.

Nov 21st

Macao Hotel.

Macao.

Went shopping & to the bank before dinner. Started at 2 in a steam boat - 1900 tons & very clean & comfortable - to Macao, which we reached at 5.30. Went for a walk along a pretty road by the side of the sea up to a hill. Some very quaint old houses & forts. Macao is a Portuguese colony & said to be the oldest ~~in~~ European settlement in China. After dinner went to a Chinese gambling house - there are 24 in Macao & they pay \$370,000 for the privilege to the Portuguese government - is not allowed in Hong Kong. They play "fan-tan" - the croupier takes up a handful of coins, puts them on a table, & one ^{throws} backs nos 1, 2, 3 & 4 or 2 & 3, 2 & 4, etc. He then counts them in pairs, the last remaining pair left or part of it - determining the winning number. We went to two - high class & low class - both very quiet & orderly - drinks are free at them all. Sat above the table - on the floor above was a ~~opening~~ - the money was lowered down to the table in a basket. It is an absolutely straight game & the bank takes 8 per cent of the winnings. They pay 3-1 on the four numbers. I had a run of 4 - lost about 15 dollars. A very slow & safe game. Saw a lot of white porpoises in the bay. Macao was founded early in 16th century.

Nov 22nd

Victoria Hotel.

Hong Kong.

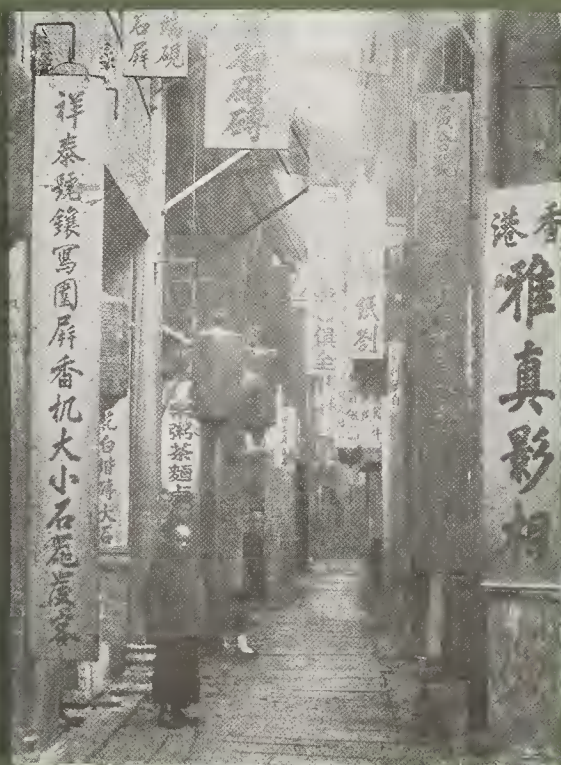
Left late & we would not see the boat station. Boarded about a minute before she started. Small ship - 20 tons - & had a strong tide against us the whole way. ~~Left~~ 4.50, 5.00 to Star board & entered the mouth of the harbour at 5.15. Saw 12.30. To see the river what looked like modernism, guns on some islands, but no soldiers to be seen. Passed "Tiger" island - which is a tiger or a lion animal - & went up past Whampoa with two large rice fields on each side, & hills in the distance. Also several tall mounds: Jimmy's mounds, which we reached at 5.30, the river becomes alive with boats of every kind & size - hundreds & hundreds of them, some moored in tiers & some moving & drifting. Went from the boat in a sampan down a canal to the hotel, which is situated on an island in the European quarters, guarded by a gate, shut at 8, from the native town. Dined at the N.S.A. consulate.

River at Canton - Chinese port.



Po

The French
- whom I
said though
founded her
foreigners
equal terms
with English-
time we were
for a useless
protection
we should
there are now
forms in



"Heavenly Peace Street"

Chinese street in Canton and the river.

found at Hong Kong
met at the Piggott
doubtless England
greatness by allowing
to trade & settle upon
in all her colonies
men, yet at the present
carrying that idea
we afforded some
to our own traders
suffer very much
as many German
Hong Kong as England



Temple of the 500 Gent. Interior



The Flowery Pagoda



Interior of the Tsong-hui Temple

"Yorma" was
in 1892 a = 404
a 3000 h.p.



The Temple of the

1905.

Nov 24th.Hong Kong Hotel.Hong Kong.

Keen alive by mosquitoes in the night & hardly slept at all. Got in to Hong Kong about 1. Did not land till 7.30. Went shopping with Mrs. Parker in the Chinese quarter & bought some pieces of china - she reducing the price of two things from \$170 to \$50. After dinner had a dragon tattooed on my arm by a Japanese called Koma - very well done - for \$12.

Nov 25th.S.S. "Formosa". P.O.Hong Kong.

After breakfast - some of the crew were "obscured". Lunched with the crew - some of them - I & D.C. - since is in Hong Kong & a friend. The coming man - only \$2 I should say. Went on board the "Formosa", which is going to London, about 5, but she does not sail till tomorrow.

Nov 26th.S.S. "Formosa". P.O.China Sea.

Started about 5.30 & after going through 4 p.m. went due N. A fair breeze & quite cold. Only 9 passengers on board & 3 children. A really married couple, who sleep all day! Today's run = 59 miles. The "Formosa" was one of the ships taken by the "Imperial".

Nov 27th.S.S. "Formosa". P.O.Off Amoy.

Yesterday's run = 231. Felt a strongish wind. Passed a great many fishing junk - they drop lines - hooked - at night, a next morning go round to them, dropping each a bait with 2 men on it, which proceed to haul up the line & as soon as a fish is picked up by the junk in turn.

Nov 28th.S.S. "Formosa". P.O.Pacific Ocean.

Yesterday's run = 259. Smooth & much warmer. Passed 3 English 1st class cruisers going south, but a long way off. No English battle ships in this part of the world now. Began to blow hard again in the afternoon.

Population of Shanghai = 400,000.

Distance from London via Marseilles = 13,905 miles.

Is the most northern of the five Treaty Ports opened to foreign trade in 1843 - is situated on the left bank of the Woosung river, 12 miles from the lightship at the entrance / information was received at Hong Kong by the captain of the "Formosa" that the lightship had drifted $1\frac{1}{2}$ miles out of her proper position / low banks with flat alluvial country - rice fields - all round.

Is the most important centre of foreign commerce in China.

Three foreign settlements -

English, French & American.



fantasy.

The "Linsenger" was in Port Arthur when the Japanese made their first torpedo attack on the declaration of war. She also was mixed up in a sea fight - being of the fleet at Port Arthur & inside the Russian ships, which were being heavily shelled by the Japanese at sea. The captain says the only Russian ship really well hit & sunk was the "Kovchik" - quite a small boat. The rest were all over the place - never in any proper formation at all.

Captain Wright says the Chinese if well led would make excellent soldiers.

Wai-hai-wei is quite unprotected & is said to be shortly abandoned by the Chinese would make it a big business place if we would only guarantee to be there.

The Chinese hotel keepers send men on board to get hold of passengers - then board the ship at full speed, holding on to the rail with a boat hook & clambering up the side. Anchored close to a sunken Russian torpedo boat, blown up by themselves after carrying dispatches from Port Arthur.

1905.

Nov 29th

Astor House Hotel.

Franklin.

Picked up the pilot about 9.30 & went up towards the river passing a Brockburn
 steamer, drawing 22 ft of water, aground in 8 ft at low tide. Picked up below Nanking at 12.30.
 Yesterday's run = 241. Went in a launch about 1.30 up the river & landed at 3.
 Went to the Hotel House Hotel, which seems very comfortable - good bedrooms with
 a bathroom to each. Shanghai looks much like most European towns I have seen
 since Bombay - large factories along the banks of the river & good houses. Very
 cold - in fact as like England in winter when there is a very cold wind.

Nov 30th

Astor House Hotel

Shanghai:

Busy shopping all the morning & broken letters to Thurston & from "G. K. Hanna" - at the 9th Am - to "Fussio". Bank closed at 4 1/2 p.m. for a \$50. circular note. After that did some more shopping & walked down the Strand - a very busy scene - & into the French settlement.

Dec 1st -

S. S. "Linnæus". Linnæus. S. S. S.

M Yang-tse-Kang

Went aboard at 12, but did not leave till 2. I was reported up - this ship
has destroyed 2 letters & they say there are still a good many left, several of
the ships were used then having been "hoist with their own powder"
& consequently no one knows how many were actually put down - has 300/16.

Dec 2nd

A. S. "Klinking" A. S. S. S. S.

Yellow Sea.

old & bright - smooth sea. We are the only two messengers aboard. The
3rd Lt. *de Suppès* who is a very sweet charming, free.

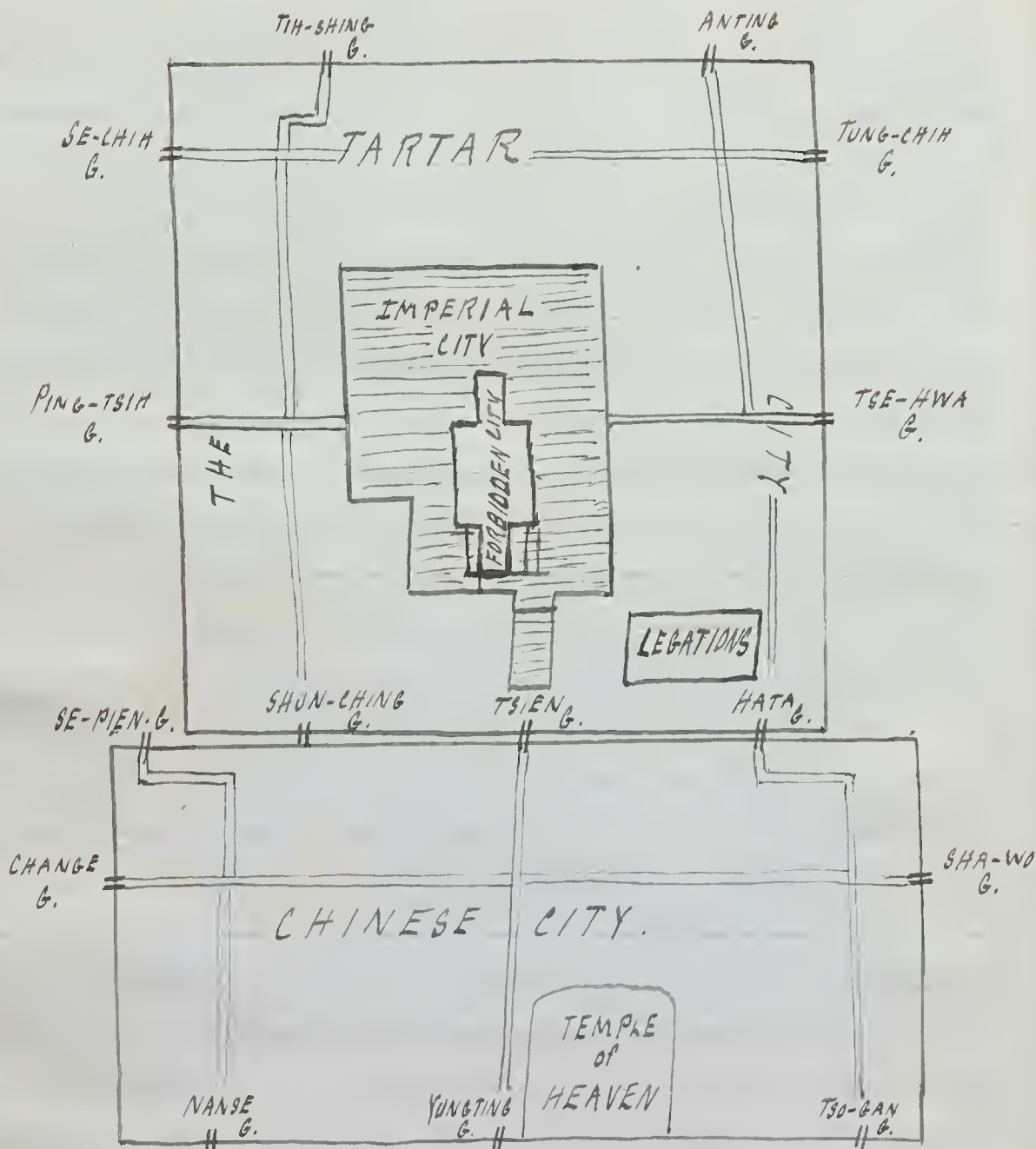
Dec 3rd

F. F. "Lienkung" L. f. L. h. S.

Thru.

lighted the lantern [on N.E.] promontory early - a pink breeze & the ship lurching
goodly bit - & entered Wi-nai-wai at 11. A big bay open to the N.E. with high
hills all round & a few houses & barracks. Went out about 12, with another messenger.
Got in to ship about 5, & anchored there as there are so many canoes about - that
it is dangerous to go on at night. Hundreds of junkies in the harbour.

Plan of Peking. 1905.



The walls of the Tartar city are 50ft high, 40ft wide at the top & 60ft wide at the base.

The walls of Peking are 23 miles in extent, & such 15 miles is toward the Tartar city, which is square in shape & lies to the north of the oblong Chinese city. Inside the Tartar city is the Imperial city & inside that the Forbidden city. The Temple of Heaven is in the south part of the Chinese city. Summer Palace at Peking.



1905.

Dec 4th S.S. "Dienchuing" Yellow Sea.
 Left about 6 - quite smooth at first, but a fresh breeze got up later. Practically
 most of the morning with a little S.E. gale of the captain's. Bright & warmer.

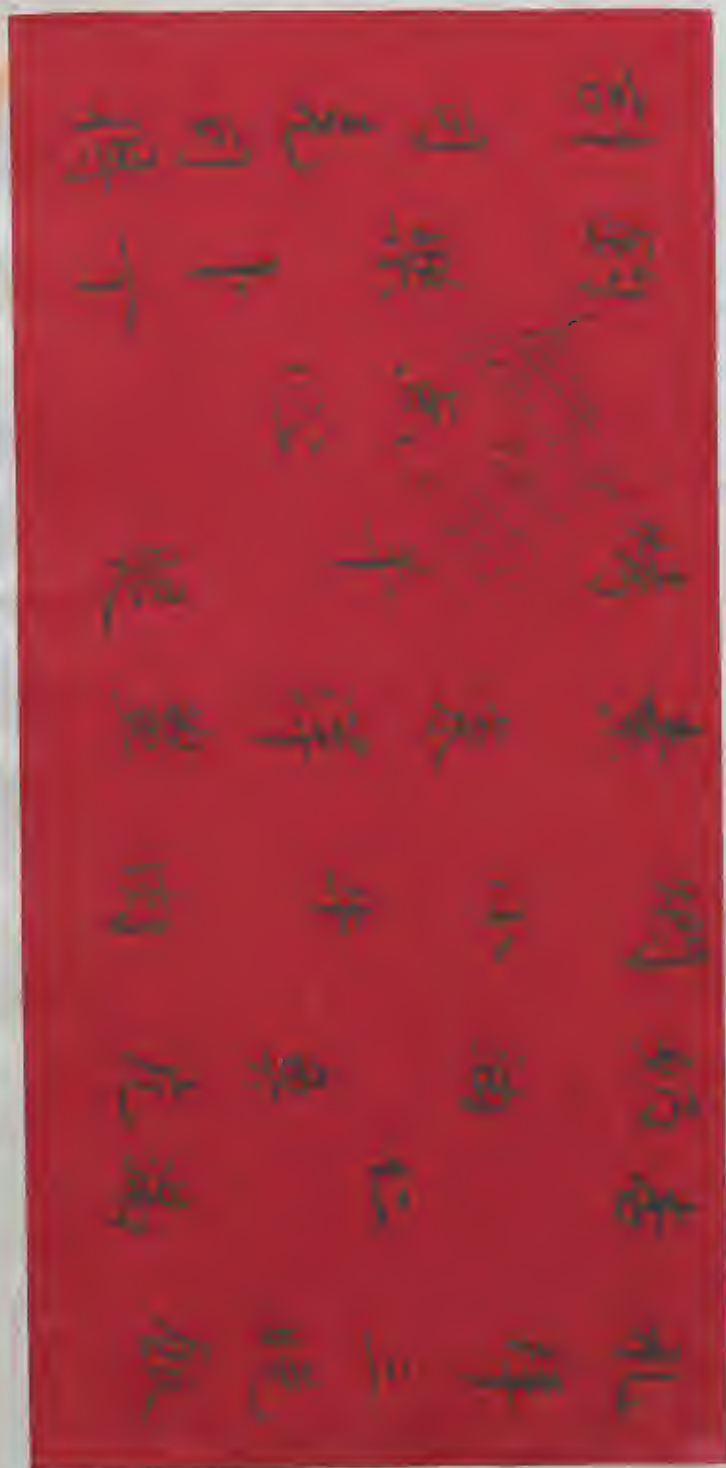
Dec 5th English Legation. Peking.
 Arrived outside the stake bar about 1 a.m. - 8 miles from Tientsin - & at 9.30
 left the "Dienchuing" in a launch. Went over the bar & passed the stake posts &
 went up the river - on each side an enormous expanse of ^{millet} ~~rice~~ fields, with wind
 mills like "merry-go-rounds" swaying up & down - for about an hour & landed
 at Tientsin about 11.30. I saw small house with French barracks, had lunch
 with a Norwegian skipper & "eli" - a schoolmaster from Kii-hai-Kii - at the
 "Stanza Hotel". Train left at 1.15 - corridor car was, extremely dirty & hot -
 & passed stations with very few. Two German soldiers in train & reached Peking
 at 0.45 - country all the way like "hundred years ago". Sir E. Satow away
 before of his vice train - left - miles & Chinese cities in great numbers.
 Legation is an old Chinese. But the house is very comfortable & up to date, though
 still retaining its old characteristics in a great measure. Dined with
 East & the Commercial Consul, by name Hui, who has been 29 years in China.

Dec 6th English Legation. Peking.
 Went for a walk round the European Legations before 10 a.m., where Sir E. Satow
 turned up - the streets are filthy & inches deep in mud. Afterwards took
 rickshaws & tried to find the station of the Peking-Hankow line, but failed.
 So came back to the legation & enlisted the services of the courtier & went
 with him. Climbed up to the top of the wall round the Peking city &
 walked along that. It is a fine wall about 20 yards wide at the top
 with big embrasures at intervals & from it we got a fine view of the city
 & the different gates, which have high towers over them. The Forbidden
 City, in which is the palace, is close to & one also sees Paul Hill at the end
 of it. The Palace is covered with yellowish looking tiles & consists of a great
 many buildings. One corner of the legation is left just as it was after the
 siege in 1900, which lasted two months, with "let us forget" written on it.

Mr. Noan says the Chinese are excellent farmers, but devote their whole time to it & never waste anything. They manure their land tremendously & in a very scientific way, even ploughing in branches of trees to get nitrogen (?) into the land.

He says the Chinese simply want to be left alone to live as they think fit, & that is the sole reason why they want to turn out the foreigners, which they would do if they dared.

He goes to England very seldom, but says each time he does so, he is struck by the increasing prosperity of everybody, especially in clothes - better clothes, better buildings & infinitely more luxuries in every way amongst all classes.



Menu at the
British Legation.
6-12-05,

1895.

acc 75

Installation.

Peking.

I had been told that the road to the Yellow Temple was very bad, but it was not so. The road was in the middle with a muddy road on each side, but there were no mud puddles.



Ans. : Graphische Gesellschaft, Berlin S.W.

The pagoda is a very old building, and it is very beautiful. It is made of marble and it is very well preserved. The pagoda is in the middle of the temple and it is very large. It is a very important building and it is very beautiful.

Marmor-Pagode im gelben Tempel. Peking.

Marble-Pagode in the yellow Temple.

The streets of Peking are quite wide - the cart road in the middle sometimes paved, but usually with a cobblestone road. The streets are very wide and the traffic is very heavy. The streets are very clean and the buildings are very old. The streets are very wide and the traffic is very heavy. The streets are very clean and the buildings are very old.

acc 85

A. S. Thun-ia. From the Station to the City.

The road from the station to the city is very good. It is a very wide road and it is very clean. The road is very good and it is very clean. The road is very good and it is very clean. The road is very good and it is very clean.

1905.

Dec 7th
English Legation.Peking.

After breakfast went with a guide to the Temple of Heaven down the main street of the city, in rickshaws. The street is paved with large stones all down the middle with a muddy footpath on each side, but there are innumerable holes all over it, which make progress in a rickshaw most uncomfortable. The Temple of Heaven is in a large park & the principal pagoda is covered with blue tiles with tiers of fine marble carving leading up to it. Several smaller buildings all round it. Also saw the Temple of Agriculture, in which are kept the plough & other agricultural implements, which the Emperor uses once a year. Coming back met a very big funeral procession with people carrying all sorts of curious lamps & emblems, wild beasts made out of paper, a tall pagoda & seven cars, etc. etc. After tea went through a most filthy & squalid part of the town to the Lama Temple, which has 800 priests & a gilded image of Buddha 72 ft high, said to be made out of one piece of wood. Also saw the temples of Confucius & the Classics. Very cold & raw. The dirt & mud of the streets, which are in a most shocking state of repair, are absolutely indescribable - it is impossible to walk anywhere. Jamieson & his wife at dinner - he is secretary of the Legation & was midshipmaster at Eton. The streets of Peking are quite wide - the cart road in the middle, sometimes paved, but usually nothing but mud & ruts & holes - & a sort of foot & rickshaw path on each - or on one - side. The shops occasionally put out into the street & then the foot people & rickshaws have to go round & on into the cart road till they can get back into the side path, but whenever one goes, it is into mud & holes - every rickshaw has two men - one in front - to pull - & the other holding on behind to push & to keep it up & help to lift it over obstructions. Paid 2 dollars for one for the whole day.

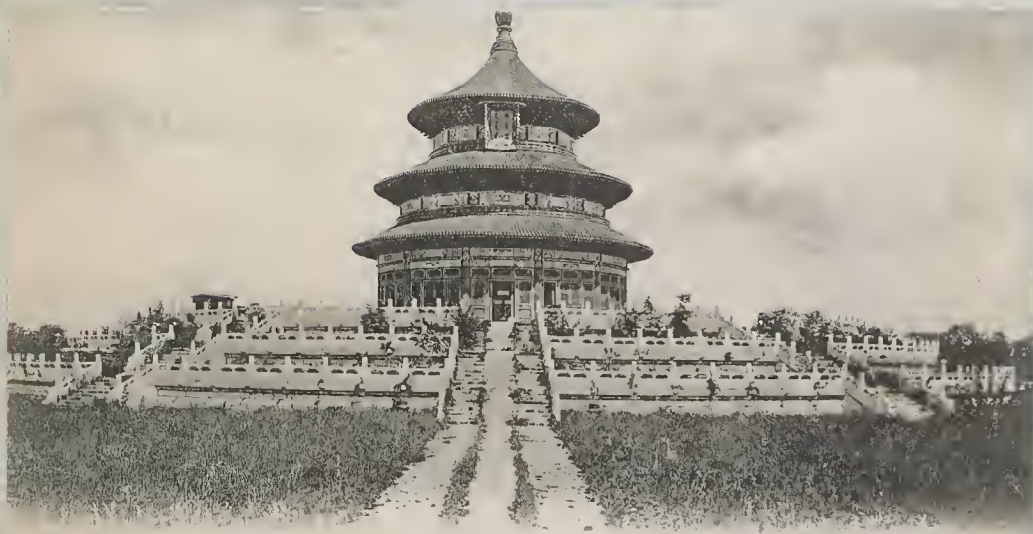
Dec 8th.T. S. "Shunkin." Transient navigation to.Swintun.

Great bother about finding out when a steamer left Swintun or Tangku, but eventually found out one left the former place tomorrow morning. Left Peking at 2.40 & got to Swintun settlement about 7.30. After a good deal of trouble got the baggage taken to the "Shunkin" on a hand cart. Dined at the Hotel des Indes, where there were a lot of foreign soldiers. "Shunkin" has capital cabins & good accommodations.

Peking.



On the P. R. S. S. & the S. S. S. S. ships whiskey & meals, also port & berry are provided gratis. A sum of money is given to the captain for the purpose, consequently on a popular ship he makes very little out of it. In the lines the ship's officers are not required to wear uniform, & are always in night



Himmels-Tempel.
Peking.

Temple of heaven.

Ausf: Graphische Gesellschaft, Berlin S. W.



Peking.

Aussicht vom Kohlenhügel auf die Verbotene Stadt.
View from coal hill to Forbidden City.

Ausf: Graphische Gesellschaft, Berlin S. W.

Peking.

1905.

Dec 9thS.S. "Shuntien". P. N. S. Co.Tangku.

about 7 - very cold indeed & a sharp frost - down the river, which is very narrow & difficult navigation. Ran aground once, but soon got off & later charged a village on the edge of the river; looked as if we were going right into the middle of it, but she answered her helm at last & hit the bank a gliding blow & went on - if she had had a bowsprit, she would have done a lot of damage to the houses. Any amount of mud built villages on each side of the river - very flat millet fields as far as one can see. Got to Tangku wharf about 1 & coaled for the rest of the afternoon. Tangku seems a most desolate spot - very low flat & swampy & foggy.

Dec 10thS.S. "Shuntien". P. N. S. Co.Off Taku Bar.

Went out soon after midnight & crossed the river, contrary to expectation, had plenty of water on it. Started loading soon as it was - soon coming 1000 tons - but it began to blow & they soon had to cut off. So we went away & started again about 1.30, but there was a nasty sea on it & they stopped out of. Started again at 8. Six more transients came on board in a tug & a tug is now a tug to Harbin & speaking only Russian, with of course at Harbin (?).

Dec 11thS.S. "Shuntien". P. N. S. Co.Yellow Sea.

Bitingly cold & blowing hard from N.E. - thermometer in deck house is just 38°. Loaded all night as the sea is very short & choppy & not long rolling waves like yesterday. Had a little lunch beginning with vodka & Sherry & winding up with Benedictine & coffee. Finished loading about 4 & weighed anchor at 4.15 - the last boat to leave Tientsin this year in all probability, as the N.E. wind will freeze the river up in a day or two. Ships have to lie outside the bar at Taku to load - 7 miles from the land & very exposed. The Chinese government will not make a channel through it as they say they do not want foreign ships up the river & the navigation companies won't combine to do it. Butterfield & Swire have 70 ships & are much the biggest company in these parts.

At Fuku probably the greatest extremes of temperature are met than in any other place in the world. In summer it is very hot - vines are grown on the hill sides above the town - & in winter it freezes very hard & the cold is intense.



105.

Dec 12th.S.S. "Shuntien". S.S.R. Co.Shifu.

Blowing a gale from the N.E. with showers of snow at intervals & a heavy falling sea. Got to Shifu about 10 & anchored close in. Heavy swell inside, so could do no loading. Lots of sampans came off & took native passengers to shore, but it seemed a very risky job. Some lighters came alongside about 4 & began unloading. Bitterly cold. Gales on to blow very hard about 8 & had to run across the bay for shelter - it blew a really violent gale at night & we had both anchors down & steam up.

Dec 13th.S.S. "Shuntien". S.S.R. Co.Yellow Sea.

about 7 & soon got outside, where blizzards of snow came on & the cold was intense. The ship began to roll tremendously, so I breakfasted in bed. Got to Hsi-hai-wei about 10 & took in 4 passengers - all the country covered with snow. Off at 11, 30 & in spite of our awful roll, took her in a most uncomfortable tipple - everything sliding all over the table in spite of pillows & towels - the latter about glasses slipping. Turned 3. Out 1, 30 & the sea became a following one, which was much better. Blowing very hard. Snowing all the afternoon.

Dec 14th.S.S. "Shuntien". S.S.R. Co.Yellow Sea.

Very bright morning & not so cold. Ship rolled heavily all night, but smoother this morning. A mine was said to be sighted early, but it turned out to be a very big jar. Temperature today = 54° as against 27° yesterday in the dark hours.

Dec 15th.Asota House Hotel.Shanghai.

Anchored outside about 1 a.m. & at day break went up the river, reaching the Bund at 9, 30. Did some shopping & got tickets by the "Imperial of Japan" for Nagasaki, leaving tomorrow. Some excitement here about a race between the English & Chinese marines & two cruisers here & more coming from Hong Kong in case the natives make things unpleasant. After lunch went into the town with Eddie, who has come on here from Java, & bought things. Not so cold here.

Population of Japan = 44,000,000 — area = 147,000 square miles.

Principal exports from England = cotton, satins, (£186,000), iron & steel (£860,000), locomotives, etc. (£150,000), machinery (£445,000), shillings & cotton prints (£625,000), woollen cloths (£177,000).

British exports =	£ 6,910,341	—	imports =	£ 12,595,363	—	Total =	£ 19,505,704
U. S. A. " =	£ 8,751,783	—	" =	£ 4,776,539	—	" =	£ 13,528,322
French " =	£ 6,634,822	—	" =	£ 4,640,509	—	" =	£ 11,275,331
German " =		—	" =		—	" =	£ 4,020,755
		—	" =		—	" =	£ 3,282,308



= 2/6 a
50 cents U. S.
1 yen.
1 yen.

Population of Nagasaki = 107,000.

One of the "Impress" ships has coaled by hand 1210 tons in $3\frac{1}{4}$ hours. Which is at the rate of 372 tons per hour.

There are 3,011 miles ^{private} of railway open (in 1904) & 1,225 miles of government rail.

In 1903 mercantile marine = 563,389 gross tonnage steamers & 171,024 gross sailing ships — vessels over 100 tons.

£ 11,557,645 tonnage entering Japanese ports (1902) 4,155,789 = British.

Population of Kobe = 274,000.

CANADIAN PACIFIC RAILWAY COMPANY



"R.M.S. Empress of Japan"

Luncheon.

Tuesday December 19th 1905

- | | |
|---------------------------------|-------------------------|
| 1 Lax on Toast | 2 Ripe Olives |
| 3 Soup | |
| 3 Lentil Soup | |
| 4 Broiled Fish and Butter Sauce | |
| 5 Fricassee of Lambs Tongue | |
| 6 Corned Beef and Cabbage | |
| 7 Rabbit Pie a l'Anglaise | 8 Welsh-Rarebit |
| 9 Curried Lobster and Rice | |
| 10 Jacket Potatoes | 11 Lyonnaise Potatoes |
| 12 Roast Beef | 13 Roast Mutton |
| 15 Melton Mowbray Pie | 16 Turkey and Ham |
| 17 Bologna Sausage | 18 Canadian Head Cheese |
| 19 Jam Roll Pudding | |
| 20 Baked Apples and Hard Sauce | |
| 21 Coventry Puffs | 22 Rock Cakes |
| Celery | Potato Salad |
| Oranges | Fruit |
| Canadian | Pomoloes |
| China and Japanese Tea, | Cherries |
| | Camembert, |
| | McLarens |
| | Coffee |

Handwritten notes on the right side of the page, partially obscured by the menu. The text is mostly illegible due to fading and handwriting.

Pacific Ocean.
Sea & wind to the west.
4th Dec. 1905.

Islands.
pretty into use to the west
the ports in summer, raised
will be in the winter
the distance from the
means of roads to the
islands into the water - they
are now. This would be a fine

Note.
There is a small island in the Pacific Ocean. It is about 240
miles long & 10 miles wide. It is situated between the mainland & the
islands of the Pacific. It is a very fertile island & is now
being settled by the Japanese. Some of the islands & parts of the mainland
are now being settled by the Japanese. The islands are now being
settled by the Japanese. The islands are now being settled by the Japanese.
There are many small islands in the Pacific. Some of the islands are now
being settled by the Japanese. The islands are now being settled by the Japanese.

Population of Japan = 44,500,000 — area = 147,000 square miles.

Principal exports from England = cotton, cottons, £180,000. iron & steel £800,000
locomotives, etc. £150,000. machinery £425,000. Shintaro & other kinds £100,000
wooden crates £17.

British exports = £8,910 34

U.S.A. " = £8,751,78

France " = £6,634,32.

Germany

German

KOR



Population of Japan = 44,500,000

One of the "miners" ships
at the rate of 372 tons per

There are 3.011 million tons

In 1903 remainder of coal = 503,38 tons more steam & 76,084 tons
sailing ships — 1,000 tons.

11,557,645 tons are entered in 1902 + 155,789 = Britain.

Population of U.S. = 87,400,000.

1905.

Dec 16th

S.S. "Empress of Japan" Canadian Pacific Ry Co. Mosung
 Departing at Mosung. Boat of tea for a cabinet case by Miller & Co. Highland
 Mac Hall, who was in the "Strilda". Went to the Shingon Club after dinner - a very big
 & comfortable one. The dinner went on board & lunch & at 8, 45 started down
 the river - launch very crowded & hot. A cold - & arrived at "Empress of
 Japan" about 10, 30. It is 6000 tons & a practically entirely new passenger ship. Very
 good cabin & accommodation generally. Stated about 1, 30. Saw his passengers
 as a rule, amongst them was a ³ ~~man~~ ^{man} from his home.

Dec 17th

S.S. "Empress of Japan" C.P.R. Co. Pacific Ocean
 Showing pretty good & ship catching a good bit. Decided to go on to Kobe & not
 land at Nagasaki definitely, as there is but little to see there. Run = 168.

Dec 18th

S.S. "Empress of Japan" C.P.R. Co. Nagasaki
 Lighted land early & got to Nagasaki about 10. A very pretty entrance to the harbour
 with hills all round, which reminded me very much of some fjords in Norway. Landed
 in a launch & went to a Shinto temple, nothing much to see except some curious
 stone & bronze archways. Town rather squelid & dirty. Returned to steamer about 4
 & weighed anchor about 6. Loaded all the afternoon by means of gangs of men &
 women, who lifted small bags from hand to hand out of lighters into the steamer - they
 had them up with a sort of sliding motion, almost a throw. Hills covered with pines.

Dec 19th

S.S. "Empress of Japan" C.P.R. Co. Kobe
 Passed the Suimonosiki Straits about 6 & entered the Inland Sea. It is about 240
 miles long & varies in width from 40 to 8 miles & lies between the mainland & the
 islands of Shikoku & Kyushu. In some places inlands make it very narrow & in one
 place two ships can only just pass each other. Some of the islands & parts of the mainland
 are mountainous but where possible are cultivated & the scenery all through is
 very pretty indeed. Lower slopes of the hills are covered with fir or pine trees.
 Passed a great many small fishing boats. Anchored at Kobe about 10.



Japanese wear wooden clogs with two pieces of wood underneath set at right angles to the sole.
The horses & bullocks have shoes made of straw (Perkmeri grass shoes) fastened on to the hoofs by string.

Russian naval officer - prisoner of war here - at dinner. Quite a good sort & a statesman, wonderful to say. Was taken prisoner with Boldenutsky & says the Russian fleet never had a chance - only had two firing practices all the way from the Baltic as they were short of ammunition - also that the Russian sent Boldenutsky of his head line they met the fleet on the 3rd of the fleet ought to have forced its way to Vladivostok.



GIONMACHI, KYOTO.

町園祇都京

1905.



45 to.
Kobe, the harbor
was a beautiful
town in 1905
with the sea
view in front,
a large, had
interest in
which is now a

Dec 21st

Myako Hotel



44 to.
The view of the harbor from
the hotel is very beautiful with
the mountains in the background
The harbor is a very busy one
with many ships and boats
The view of the harbor is very
beautiful and interesting
The view of the harbor is very
beautiful and interesting
The view of the harbor is very
beautiful and interesting

-Nikko

46 to.
The view of the harbor from
the hotel is very beautiful with
the mountains in the background
The harbor is a very busy one
with many ships and boats
The view of the harbor is very
beautiful and interesting
The view of the harbor is very
beautiful and interesting
The view of the harbor is very
beautiful and interesting

Some of the best of the harbor
is the view of the harbor from
the hotel is very beautiful with
the mountains in the background
The harbor is a very busy one
with many ships and boats
The view of the harbor is very
beautiful and interesting
The view of the harbor is very
beautiful and interesting
The view of the harbor is very
beautiful and interesting



Union Postale Universelle. 書端合聯便郵國萬
CARTE POSTALE



20-10-1919

Japanese the
light goes to the side.
The wires' and looks are now made. I am dependent now on the
on to the work by being.

Russian news of air-prisoner of war the
tattooed words at it say. The two
Russian prisoners and a come - only
from the Public as they are not of.
Bodentov's is last and the
with a case and it is not the



GIONMACHI, KYOTO.

此所二四錢
切手ヲ貼付
スベシ

書端合聯便郵國萬

Union Postale Universelle.
CARTE POSTALE

日本郵政

圓祇都京

1905.

Dec 20thMyako Hotel.Kyoto.

Left the "Empress of Japan" about 9.30 & went in a launch to Kobe. Passed baggage quickly through customs & went to the Oriental Hotel. Went for a walk & bought a screen & lady's jacket at at Nakamura & Komori. Left by 3.8 train for Kyoto & arrived at 5.30, passing through a flat thickly populated country, rather cultivated like market-gardens round the suburbs of a big town in England, with a range of high hills to the N. - very uninteresting, flat & swampy. Had a very tick-haw ride from the station to the hotel, which is situated on a hill & seems comfortable. Flocks of Japanese servants, all excessively polite & very cheery, awaiting us. Engaged a guide.

Dec 21stMyako HotelKyoto.

After breakfast went in rickshaws to two Shinto & two Buddhist temples. They are beautifully kept & round some are very pretty gardens with little lakes & bridges etc. all stone. Some very good paintings of birds & animals in one & a very fine wood carving - gilded. Saw a very big bell & an enormous head & shoulders of a Buddha - 50 ft high. Both are very picturesque & shined rather like those of the Chinese temples. After lunch went to a big modern temple & then bought some china & lacquer ware. Very old & dull. The streets are rather like those in a Chinese town, but much cleaner. Kyoto is surrounded by rugged hills covered with pines & must be very pretty in summer indeed.

Dec 22ndMyako Hotel.Kyoto.

Went by train to Nagasaki & waited to 1.30 pm, when we embarked in a long flat-bottomed boat with 4 men - one steering, two paddling & the third poling. Went down the river, which is small & shallow, with some very fast rapids. Boats at times have very awkward turns in them which the men negotiated very skillfully indeed. High hills on each side which in summer must be very pretty. Passed some long timber rafts, which wriggle about just like snakes - the logs being fastened together at the ends, so as to allow them to turn. Landed about 1.2 had tiffin in a wonderfully clean & nice tea house - paper windows. Walked to a temple with very nice gardens & tick-haw'd back to the hotel. Sold a sawmy.

Population of Yokohama = 305,000.

Distance from London by sea via Marseilles = 11,914 miles.



Population of Yokohama = 305,000.

Distance from London to Yokohama via Hamburg = 11,000 miles.

Union Postale Universelle.
CARTE POSTALE



きかは便郵



Union Postale Universelle.
CARTE POSTALE

日本郵便株式会社

1905.

Dec 23rdMyako Hotel.Kyoto.

Went by train to Kara & went through a very pretty park with fine cedars & some very tame deer. Saw a very big Buddha - 50 ft - made in 742, - seated, with enormous hands, & a great many temples & a religious dance, performed by 2 girls, a man chanting, & another playing a flute - girls postured rather than danced & the whole thing was very grotesque. Passed through a flat country growing nothing practically but rice - fringed by hills on which were several tea farms.

Dec 24thIn train.

Went shopping before tiffin but after much bargaining, bought nothing. Was tattooed by a man called Nagasuma afterwards - very good but very dear. Went to Kyoto by the 8.8 train in a very small sleeping car, with two Japs in it - very uncomfortable altogether & not so big as 4 class carriage at home.

Dec 25thOriental Palace Hotel.Yokohama.

Went to Yokohama about 9, went to the post office & got 10 weeks' mails & went on to the hotel, which seems very comfortable & large. After tiffin went to a nursery & round the race-course to Mr. Tamura's house by the sea, where he gave us tea - a very pretty place. Xmas dinner in hotel.

Dec 26thOriental Palace Hotel.Yokohama.

A pouring wet morning & it rained hard all day. Did some shopping in the morning & afternoon wrote letters & was tattooed by a Jap - not very good.

Dec 27thOriental Palace Hotel.Yokohama.

Did the usual shopping, but bought very little as the shops here are nothing like so good as those at Kyoto. Went for a walk along the sea after tiffin. But Yokohama is a most uninteresting place like most sea port towns.

Population of Tokio = 1,440,000.

The streets in the cities of Japan are very disappointing—practically all the houses are built of wood & are very small indeed. Some official buildings are made of brick with stone facings. Earthquakes are common, so probably big stone & brick buildings would be unsafe—for this reason all the big shafts & chimneys are made of what looks to be iron or tin.



1905.

Dec 28thImperial Hotel.Tokyo.

Left Yokohama by the 10.8 train for Tokyo, but missed our connection & had to stay at Tokyo. Good hotel & comfortable. Went shopping but saw very little worth buying. Afterwards went for a walk - entrance to the Palace is very pretty, but the town seems very modernized & not attractive though clean.

Dec 29thManaya Hotel.Tokyo.

Left Tokyo at 8.30 - 40 mins. rickshaw ride from the hotel to the station. Went through a flat cultivated country at first, but later through a hilly & well wooded district. Got to Tokyo about 2 & went for a walk up the hill of many stone steps with some pretty temples scattered about. Some on to snow heavily, so went back to Tokyo & did some shopping - some nice shops. Tokyo is a small place - only one street. The Sacred Bridge has been washed away & is being repaired. Some fine hills - almost mountains - all round, but little cold & the hotel very evidently built for summer use only. Lots of soldiers in the train coming back from the war & received at each station with much "banyai"-ing & waving - the soldier bows 3 times to every one of his friends.

Dec 30thManaya Hotel.Tokyo.

Went 4 inches of snow on the ground, so went shopping before 11.30. Afterwards went across the river & saw some temples, which must be very pretty in summer indeed - surrounded by enormous "weeping willows" - but as we had to take our shoes off & the ground was covered with snow & slush, we did not go inside them. Also saw a very beautifully decorated "five storied Pagoda" - 134 ft high. The place must be delightful in summer time, but it is no fun sight seeing in half a foot of melting snow in their shoes too.

Dec 31stImperial Hotel.Tokyo.

Left Tokyo at 11.20, but at Utsunomiya had to wait 2 hrs - had lunch in a tea house - as the train to Tokyo - which we reached at 7.30 - had been delayed by deep snow up North.

A Japanese theatre is much like ours in construction, but what corresponds to our pit is divided into squares by boards raised about a foot high. These squares hold 4 people, who take their food with them & eat between the acts. The gallery running all round is the swaggy part & behind the centre is a barred place - very cheap & very crowded. The scenery is very crude - one mechanical arrangement was very funny - a ship had been the scene & after the business therein was over, it slowly revolved, the actors going with it, until it was quite reversed & a street scene appeared - at its back. The actors then resumed the play as if nothing had occurred. It was also used for a lake scene - a boat being carried round & round on a carpet representing water - but unfortunately something hitched the carpet up & some "supers" had to come on the stage & pull it straight. An actor was supposed to be knocked over from a hill & fall into a stream - he did fall with a sounding thump on the boards & then had to crawl away in full view of the audience. Everybody squats in the whole theatre. I didn't follow the play very much, but think the Japs are good actors.

Kikyo



1906.

Jan 1stImperial Hotel.Notes.

Walked through the streets - all decorated in honour of the New Year - to the Shogun's tombs. Some good carding & very fine old trees. Went through a sort of fair, with booths in which acting, etc., was going on. In the afternoon went to a theatre with John - very cold & very long waits between the acts - a play goes on all night - but very quaint & amusing. We were the only people who had chairs. A wind band - drum & flute, which played "John Brown" & "Marching on to Glory". It turned most bitterly cold with a strong wind.

Jan 2ndImperial Hotel.Notes.

Walked to Hyogo Park & saw the "view," a panorama of the attack on Port Arthur - a very moderate menagerie. Had tiffin there & afterwards walked to a temple & through a very crowded fair - booths chiefly acting. Picked up a book. Went to the "Barbera" - search in hours tickethaw, saw the hotel & apparently quite at the end of the city. You approach it through very squashed streets, but once there it is well lighted & fairly clean. The ladies sit in highly decorated rooms - ^{spread the feet.} generally a lot of gilt ornamentations at the back - in rows, with ~~space~~ ^{feet} in front of them & no windows - very like animals in a Zoo. Other sit in rows alongside braziers & go to the bars if requested. Some houses don't exhibit the actual article but their photographs, & some - very superior - have neither. The whole thing too cold blooded - people walk up & down selecting their fancy just like looking at hatters at Trussells. Ladies as much & painted skin made some look almost pretty. Wife said all "Japoneses".

Jan 3rdImperial Hotel.Notes.

Walked to the Palace, which is surrounded by a moat & a wall, to a Shinto temple & an exhibition of guns etc., captured in the Russo-Japanese wars. Walked after tiffin, but most of the shops are closed on account of the New Year holidays. Bought two ivory boxes & an ivory bear. The whole place is full of soldiers, who are remarkably well behaved, but their uniforms are shocking - very dirty & have no pretence to fit. The cavalry have the worst horses I have ever seen.



VIEW OF OLD HAKONE.

根箱元



Picks.



1906.

Jan 4thFujiya Hotel.Miyanosaka.

Left Tokio at 12, 30 & changed into an electric train at Kodogu about 9. Went in that or about an hour - the last part very steep - to Furumoto & then walked for an hour & a half up a dirty slushy road with a good deal of snow on it, gradually ascending all the way, to the hotel, which seems very good. The country all round seems very hilly, almost mountainous, & there is a lot of snow all over the place. Evidently more than usually a "summer" resort & no place for this time of the year.

Jan 5thFujiya Hotel.Miyanosaka.

Went round the shops before tiffin & afterwards walked up the valley, crossed the stream & went up the hills to the right. Some very pretty scenery all along & some beautiful gorges & waterfalls, but awfully muddy & slushy. The hills are covered with a very coarse grass, almost like a dwarf bamboo.

Jan 6thImperial Palace Hotel.Yokohama.

Left Fujiya Hotel at 10, tickethaul'd down the hill to Furumoto, & from there went by train to Kodogu & on by train - full of wounded Japs, all dressed in white - & some Russian prisoners - to Yokohama, which we reached about 2, 30. Got a few letters & papers. Had a very fine view of Fujiyama - 12,390 ft - from the railway. It is shaped just like a cone & is covered with snow nearly for $\frac{3}{4}$ of its height. Found the "Mongolia's" departure is postponed from the 9th to the 10th.

Jan 7thImperial Palace Hotel.Yokohama.

Went to the English Church in the morning & after tiffin spent more money as there was nothing else to do & took a walk. The "Mongolia" & the "Delcota" - both very big Yankee ships are lying inside the breakwater. Mr Ikeda came from Kyoto with a modern statuette bowl which I liked & which I bought. We know we have seen by far the nicest things in Benarshi's & Ikeda's shops at Kyoto than anywhere else.

Length of the "Mongolia" = 615 ft - 8 ins.
 Breadth " " " = 65 ft.
 Depth to skelter deck " = 51 ft - 3 ins.
 Load draught " " = 33 ft - 6 ins.
 Displacement " " = 27,000 tons.
 Built in 1904 at New York.
 Horse power = 14,000.

Distance from Yokohama to Honolulu = 3440 miles.
 " " Honolulu " San Francisco = 2080 "
 Total = 5520 ".

Passage.

Japan.

1 yen = 50 cents. U. S. A. = $\frac{2}{1}$.

100 Yen = 1 yen = 1000 m.

Hongkong, Canton, etc.

1 Mexican dollar = 51 cents. U. S. A. = $\frac{2}{1}$.

India.

1 rupee = 33 cents. U. S. A. = $\frac{1}{4}$.

16 annas = 1 rupee.

Egypt.

1 piastre = 5 cents. U. S. A. = $2\frac{1}{2}$ d. English sovereign = 97 $\frac{1}{2}$ piastres.

Siam.

17 tical = £1.

America.

1 dollar = 4/.

100 cents = 1 dollar.

CARTE POSTALE

POSTAL CARD

PLACE
STAMP HERE

DOMESTIC
ONE CENT
FOREIGN
TWO CENTS

Private Mailing Card



works built. This kept much too hot in afternoon. Evening very hot.

Jan 11th

S. S. "Hongolia" — P. H. S. Co.

Pacific Coast.

Run = 24 miles. 5-41 to us a real pile blowing with a tremendous sea running. was too soon a catfisher sea to all the morning. no wind on the water — was to go to the water — some what some raised it. water is in. In evening the sea is only steady. In occasionaly waves & rolls the water as if she would never get up again.

Jan 12th

S. S. "Hongolia" — P. H. S. Co.

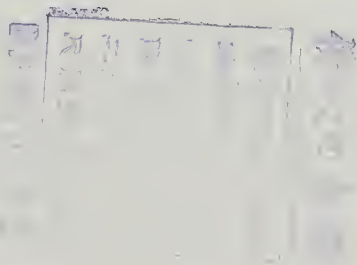
Pacific Coast.

Run = 22.5. later moderating but a big sea on sail & a good deal of rain. weather was said to be the worst weather this ship has ever experienced.

Length of the "Langley" = 0.5 ft - 8 in
 Breadth " " = 0.5 ft.
 Depth to 8 in deck " = 5 ft - 8 in.
 Load draught " " = 33 ft - 6 in.
 Displacement " " = 27,000 tons.
 Built in 1904 at New York.
 Horse power = 14,000.

Dist.

"



1772

1772 = 23 - 10. 10. 7. =

52 - 100 = 1000.

Expt.

1772 = 5000. 1772 = 2 1/2 x.

1772 = 27 1/2 x.

Sum.

1772 = £1.

America.

1 dollar = 4.

100 cents = 1 dollar.

CARTE POSTALE

POSTAL CARD

Private Mailing Card

Authorized by Act of Congress, May 19, 1898

PLACE
STAMP HEREDOMESTIC
ONE CENT
FOREIGN
TWO CENTS

THIS SIDE IS EXCLUSIVELY FOR THE ADDRESS

Jan 10th

S. S. "Mongolia" — Pacific Mail Steamship Co. Off Japan.
 Left in hotel launch at 2 in the "Mongolia", which started at 3.30. Band came
 on board in honour of some just on board. Good calms & not many passengers
 but the ship shakes a great deal & has a very peculiar wavy feel as if she was
 weakly built. Ship kept much too hot by steam pipes. Blowing fairly hard.

Jan 11thS. S. "Mongolia" — P. M. S. Co.Pacific Ocean.

Run = 249 miles. Woke up to find a real gale blowing with a tremendous
 sea running. Had to slow down & practically heave to all the morning. No
 "iddies" on the tables — boys drape the table cloth instead — & some awful remarks
 occurred at breakfast & lunch. Considering the sea, the boat is fairly steady,
 but occasionally pitches & rolls tremendously as if she would never get up again.

Jan 12thS. S. "Mongolia" — P. M. S. Co.Pacific Ocean.

Run = 329. Weather moderating, but a big sea on still & a good deal of
 rain. Yesterday was said to be the worst weather this ship has ever
 experienced.

Length of the "Longs" = 0.5 ft - 8 in
 Breadth " " = 0.5 ft.
 Depth to center of keel = 5 ft - 3 in.
 Load capacity " = 33 ft - 6 in.
 Displacement " " = 27,000 tons.
 Built in 1904 at New York.
 Horse power = 14,000.

Going round the world - east - in an ordinary steamer, one has to put
 the clock on - roughly speaking - about 30 mins. a day, owing to sun timing error.
 This would result in getting to the longitude of Greenwich - when one had
 completed the circle - 24 hours in front of the time there, so consequently
 when one gets to longitude 180° - half way round - one has an extra day put in,
 which puts one at the time 12 hours ^{behind} ~~in front of~~ Greenwich time.
 This extra 12 hours is worked off from 180° to Greenwich, one then corresponds
 to the time there. Going west, a day is missed.
 Every degree = 4 minutes 36 sec - 16.66 mins - 21.6 mins



CARTE POSTALE

POSTAL CARD

Private Mailing Card

Authorized by Act of Congress, May 19, 1898

PLACE
STAMP HERE

DOMESTIC
ONE CENT
FOREIGN
TWO CENTS

Mr

THIS SIDE IS EXCLUSIVELY FOR THE ADDRESS.

Post Card

PLACE
STAMP HERE

DOMESTIC
ONE CENT
FOREIGN
TWO CENTS

THIS SIDE IS FOR THE ADDRESS

Length of the base road = 0.5 ft - 3 ins.
 Breadth " " = 55 ft.
 Depth to center of road = 5 ft - 3 ins.
 Area of base road = 33 ft - 6 ins.
 Displacement " " = 27,000 tons.
 Bomb
 Horse powder



55 PALI MOUNTAIN

PUBLISHED BY THE ISLAND CURIO STORE HONOLULU



This round the world - set - in an electric torch
 the more rough
 this would result in g
 connected the wire
 when we get to long
 which puts me at
 This extra 2. hours
 to the time here.
 Every day - on



SHIPPED BY WALL NICHOLS COMPANY LTD. HONOLULU



12 NUUANU PALI, NEAR HONOLULU, T. H.



HARBOR OF HONOLULU

1906.

Jan 19th.

S.S. "Mongolia" - P.M. S. F.

POS
S

Honolulu.

Off Honolulu about 9 - blowing hard - the island is flattish near the sea & very green & rises into quite high hills in the centre. Waited outside for a pilot & the doctor to come aboard & then steamed in through a very narrow entrance, into the harbour. Had to go alongside a wharf with very little room & a dredger-anchored - & the strong wind caused the ship to get rather broddide on. The result was she hit the pier an awful bang & was only just stopped before she rammed a sailing ship lying the other side. Much excitement - & sulphurous language from the captain. Went ashore & took a tram through the town - very modern American - & lunched at the Moana Hotel on the sea shore - very big view & beautiful green & blue shades of water. Afterwards went to the Aquarium - full of extraordinary shaped fishes of every conceivable colour - & drove to Pali & saw a very pretty view from the top to the sea on the other side of the island. About 70 more passengers are coming aboard. Very pretty bangalore scattered about with lovely vegetation - in fact the island is beautiful & the climate just right - neither too hot nor too cold.

Jan 20th.

S.S. "Mongolia" - P.M. S. F.

Pacific Ocean.

Off at 9 & managed with the aid of a tug to swing round in the harbour. Passed the island - very rocky & mountainous at its N.E. end - & steered N.E. Run = 39 miles. Passengers girdled with flowers came on board. Fine & hot.

Jan 21st.

S.S. "Mongolia" - P.M. S. F.

Pacific Ocean.

Run = 379 miles. Blowing hard from S.W. & the ship rolling tremendously - 1200 tons of cargo were taken out at Honolulu. Stopped at 10.30 - long sermon. Showery.

Jan 22nd.

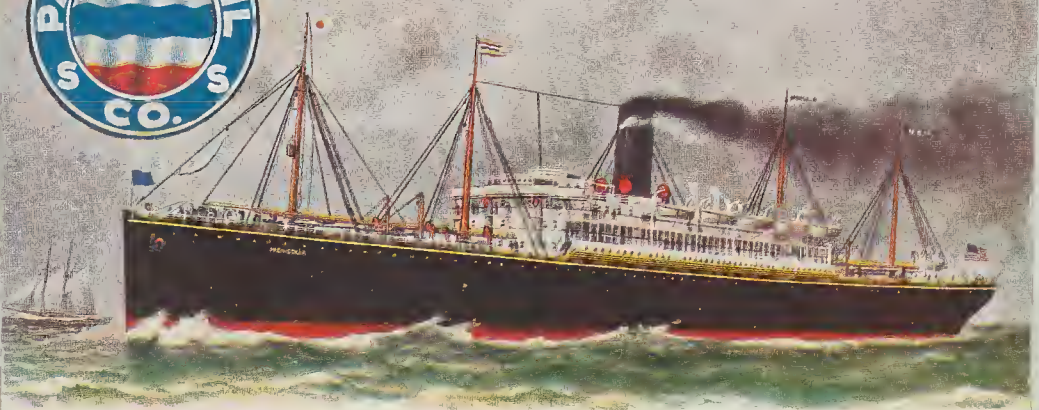
S.S. "Mongolia" - P.M. S. F.

Pacific Ocean.

Run = 342. Tremendous roll all night, but smoother towards the afternoon. Warm & fine.



ON BOARD S. S. "MONGOLIA"



ON BOARD S. S. "MONGOLIA"



MT. FUJI, JAPAN

Antipodes,

Day, January, 1900

LUNCH

Caviare Toast

Soup

Puree of Lentils

FISH

Clams a la Creme

Entrees

Squab Chicken a la Princess,

Chipped Beef and Scrambled Eggs

Steak's Broiled to Order

Mutton Curry

Baked Jacket Potatoes, Fried Sweet Potatoes

Cold, Dishes

Roast Beef

Corned Tongue

Roast Pork

Head Cheese

Salads

Potato Salad

Watercress

Beetroot,

Spring Onions

Dessert

Bread and Butter Pudding,

Peach Pie,

Pound Cake, Raspberry Ice Cream

Fruits

Cheese,

Crackers

Coffee

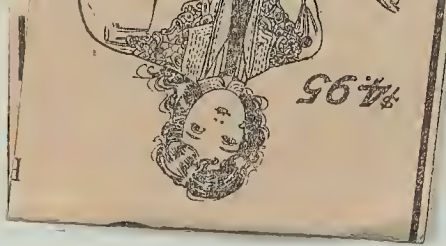
*It is no
only
liqueur*

*known
the big*



ON BOARD S. S. "MONGOLIA"

It is no use ordering a "Whiskey & soda" in America. It is known only by the name of a "Scotch Highball," & is served in a rather big liqueur glass.



1906.

Jan 23rd.S.S. "Mongolia". - P.M. 1.12.Pacific Ocean.

Run = 355. Ship rolling heavily - she has only 4000 tons of cargo on board. Dull & showery, turning to heavy rain.

Jan 24th.S.S. "Mongolia". - P.M. 1.12.Pacific Ocean.

Run = 359. Fine & bright but ship rolling as usual, if not more so. Concert after dinner - very good.

Jan 25th.S.S. "Mongolia". - P.M. 1.12.Pacific Ocean.

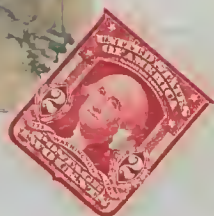
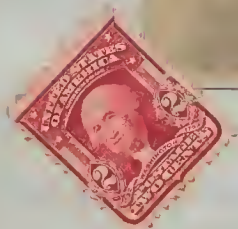
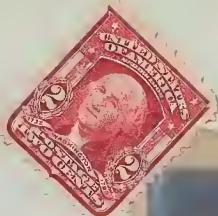
Run = 350. Fine & bright - quite calm, but ship as unsteady as usual.

Jan 26th.Palace Hotel.San Francisco.

Anchored off Frisco about 8 - a fine landlocked harbour with high hills all round a very big - & had a very tedious wait on board till nearly midday when we went ashore in a tug after signing custom forms. The luggage was then carted ashore in a few hand barrows & after another two hours wait - got men examined & passed - an awfully badly arranged performance. Went to the Palace Hotel, which is very full & heated like a conservatory. Had a very bad bedroom with no better view nearer than two floors below. Frisco very uninteresting & very new - lots of skyscrapers & other hideous buildings & shocking roads.

Jan 27th.Palace Hotel.San Francisco.

Busy all the morning getting railway tickets & looking berths on board the "Germania" to Liverpool on the 10th. Everything very new & American-like in Frisco. After lunch, which took 1 1/4 hours, took a tram car through the suburbs - every house is made of wood - to the Cliff House, which is just beyond the "Golden Gate". Saw the "Red Rocks" on which were a good many seals - one an enormous one - mostly asleep. A most uninteresting city in every way & a most uncomfortable hotel.



FRED HARVEY.



8747. HOTEL EL TOVAR, GRAND CANYON, ARIZON

DETROIT PUBLISHING

1906.

Jan 28thIn train - California - Arizona.Santa Fe Ry.

Left hotel about 8,30 & crossed over the harbour - a dense fog - to the Santa Fe station. Off at 10,30 in a very comfortable Pullman car train - sleeping, dining & smoking cars - but heated far too much & very uncomfortable in consequence. Passed through a flat country - most cultivated & very thinly populated - with occasional towns, the houses of which are entirely made of wood, & the train passing through the main streets without any rail or fence of any kind. The Purbeckes & Gorse joined the train.

Jan 29thEl Tovar Hotel.Grand Canyon.

Passed through a flat country - uncultivated - gradually getting into a more hilly district with plenty of trees. Changed at Williams - a town composed chiefly of "Tourist Parlors" & stores & got to Grand Canyon at 4,30. Comfortable wooden hotel & a few huts with a magnificent view of the Grand Canyon - an enormously wide & deep chasm with pinnacles of red stone springing up from the bottom.

Jan 30thEl Tovar Hotel.Grand Canyon.

Started off about 9 on horses & mules - 4 men & 7 ladies - & rode down a very narrow track - in places covered with ice & snow - to the plateau above the river, which is 1500 ft below in a very narrow chasm, at the bottom of the Grand Canyon. Some magnificent cliffs on the way - some of rock & others of red sandstone - & the whole effect very grand. Three hours going down & about four coming up.

Jan 31stEl Tovar Hotel.Grand Canyon

Drove out & got some beautiful views of the Canyon, which certainly is magnificent & most impressive in its enormous size. It lacks vegetation & the consequent coloring, but some of the red sandstone pinnacles & cliffs look very brilliant.

San Francisco to Chicago = 2570 miles.
 Chicago " Buffalo = 540 " } 980 miles.
 Buffalo " New York = 440 " }

Santa Fe "California Limited" train takes 76 hours to do the 2570 miles from San Francisco to Chicago, which = $33\frac{3}{4}$ miles per hour.

The "20th Century Limited" - New York Central - does the 980 miles from Chicago to New York in 18 hours.



13 miles
Wide at
base.

6469. THE GRAND CANYON OF ARIZONA, FROM BRIGHT ANGEL HOTEL.

COPYRIGHT, 1902, BY DETROIT PHOTOGRAPHIC CO.



STATE STREET, CHICAGO.

E. C. KROPP, PUB. MILWAUKEE NO 911

1906.

Feb 1stIn train - Arizona - New Mexico.Santa Fe Ry.

Left Grand Canyon at 8.30 & changed at Williams, leaving at 12.30. Passed through a rolling uninhabited desert with occasionally a few cattle in it & horses.

Feb 2ndIn train - Colorado - Kansas.Santa Fe Ry.

Passed through the same uninteresting country, but gradually getting more inhabited & cultivated. The desert or prairie is a dull brown with sage bushes all over it.

Feb 3rdAuditorium Annex.Chicago.

Passed through Missouri & Illinois & over the Mississippi at Fort Madison & got to Chicago - a run of 2670 miles from Texas - punctually at 2.17. Hotel full & could only get one room at 5 o'clock. Chicago seems a hearty place - the only features being bustle & high buildings. Walked through most uninteresting streets full of people all in a desperate hurry.

Feb 4thAuditorium Annex.Chicago.

Very cold. Went for a walk to the Lippis & afterwards to the Museum & on to the Auditorium Theatre - an immense place & quite full. There Kubelik & Mila da Ferny played to a most enthusiastic audience. Was delighted with both. Kubelik gave 4 encores. Snowing hard tonight.

Feb 5thIn train.Lake Shore & Michigan S. Ry.

A blizzard all the morning with heavy fall of snow - 25 degrees of frost. Weather too bad to go to the stock yards. So after lunch went to a very big store & to the Museum, which was disappointing. Had to give up our rooms at 10.2 a.m. Left hotel at 9.45 & went to the wrong station, but had time to catch our train at the Michigan Southern station & left at 10.30 p.m.

Niagara Falls.

Height of American Falls = 167 ft.
" " Horseshoe Falls = 158 ft.
Depth of river below Falls = 180 ft.



Height of American Fall 167 feet
Height of Horseshoe Falls 158 feet
Depth of River below Falls about 180 feet



1906.

Feb 6th.Boquais Hotel.Buffalo.

Breakfasted at Cleveland & ferried through a cultivated country along the banks of the lakes, reaching Buffalo at 3. Bitterly cold & soon had enough of a short-walk in the streets, which are not so disfigured by sky scrapers as those of Chicago & by no means so busy. Very comfortable hotel & good rooms & food.

Feb 7th.In train.New York Central & Hudson River

Thermometer = 4 degrees below zero at 6 a.m. Went in electric tram to Niagara - 29 miles - to the falls, which are very fine indeed, especially the Horseshoe falls on the Canadian side. The river is frozen over & there are enormous mounds of ice below the falls & icicles hanging from them. Owing to the mist & spray it is hard to see the real depth of the falls. The banks are disfigured horribly by factories & advertisements. Crossed over the suspension bridge into Canada. Back by tram. Left by 9.55 in a drawing room, which when we started was heated up to 85°.

Feb 8th.Victoria Hotel.New York.

Arrived at 9 a.m. - an hour late - & went to the Waldorf Victoria Hotel, but found it was full. Waited till 4.30 & found the only room they had was uninhabitable, so tried the Holland House, which was ^{also} full & eventually went to the Victoria, where we got rooms at last. Went down Broadway & did some shopping, etc. New York seems the nicest town I have so far seen in America & more like an English town, though skyscrapers are conspicuous in the business part of it to an awful extent. The people too don't all seem in such a desperate hurry as in Chicago & San Francisco. Though the Waldorf Victoria was terribly noisy & crowded - more like a railway station than a hotel - atleast to my ideas. Got mail from England! but very little news, except that Henry Chaplin has been defeated in the Bedford division & Charles Kenton has joined Edgar & Hobbs with the Blankney pounds.

Liverpool to New York = 3130 miles.

The "Armanica" is 676 ft long, & 150 ft high from keel to top of funnel.

" " " 73 ft beam.

" " " 30,000 tons displacement.

" " " 20,000 " carrying capacity.

" " " 21,000 horse power.

" " " 18 knots speed per hour.

" " " can carry 3,100 passengers including crew.

From Hong Kong one can travel 1st class to London (including railway ticket from Liverpool) for £62-0-0 - via Japan.

This includes railway ticket across America.

A 1st class ticket round the world costs £125-0-0.



1906.

Feb 9thVictoria Hotel.New York.

A tremendous snow storm in the night a quite 2 ft of snow in the streets. Went to Pontano's & lunched at Delmonico's & afterwards walked up to the Art Museum along 5th Avenue & saw a good collection of pictures. Walked back - the streets being most awfully slippery & very little attempt being made to clear the snow away - to the hotel. New York is much more like London than any city I have seen in America.

Feb 10thS.S. "Germania" - Lunard dine.Off New York.

After breakfast went down to Fooks' to change money. Diner in a restaurant - 20 cents drive & 2 dollars fare - to the Lunard pier & went aboard the "Germania" - the new turbine boat. She seems very comfortable indeed with very good smoking room, saloon, etc. For 45 dollars extra I got a very nice cabin to myself with a good wardrobe in it. Started at 3.11 p.m. a swimmer in the river, which was full of ice & any amount of ferry boats. Passed the "Arctia" - the sister ship of this boat except that she has not got turbine engines - coming up from Naples. Got a fine view of the "scraper" at the end of Broadway, Brooklyn Bridge, which is a very massive one & very high above the water, the Statue of Liberty, etc. Bitterly cold. Anchored just inside the bar & had to wait till 7.30 before we could get over. About 250 1st class passengers on board - mostly Yankees - which rather fills the ship up too much - the smoking room is very crowded. A great treat to get amongst English stewards again after the rudeness & incivility they call it. "Independence" of the Yankees & the same applies to the ship's officers. A Yankee seems to think he lowers himself by being civil or polite & generally, from what I have seen of them, they seem to be words of the worst description & chock full of self conceit too. The only thing they pride themselves upon is "hustling" & are always making remarks to the effect that it must surprise strangers to see how fast things go in their "heasty country". It certainly makes the stranger wish he was out of the country.

Order of merit of the ships I have been on board.

- | | |
|----------------------|--|
| 1. Germania. | funard ^{co} . |
| 2. Empress of Japan. | Canadian Pacific Ry. ^{co} . |
| 3. India. | P. & O. |
| 4. Saledonia. | P. & O. |
| 5. * Sofala. | British India ^{co} . |
| 6. * Lientsching. | Indo-China S. N. ^{co} . |
| 7. * Huantien. | China Steam Navigation ^{co} . |
| 8. Marmora. | P. & O. |
| 9. Mongolia. | Pacific Mail Steamships ^{co} . (too crowded.) |
| 10. Formosa. | P. & O. (badly built & bad food) |
| 11. Simla. | P. & O. |
| 12. * Darvel. | Horddeutscher Lloyd ^{co} . |
| 13. * Paltania. | British India ^{co} . |
| 14. * Morat. | Horddeutscher Lloyd ^{co} . |
- * = ships principally used for cargo purposes.



Feb. 11 th	=	258 miles.	
" 12 th	=	392 "	Sandy Hook lights high
" 13 th	=	410 "	"
" 14 th	=	418 "	to Saunto's Rock lights high
" 15 th	=	420 "	6 days, 23 hrs, 9 mins.
" 16 th	=	418 "	
" 17 th	=	402 "	
" 18 th	=	446 "	(5 p.m.)

1906.

Feb 11th.S. S. "Armania". — forward fo.Atlantic Ocean.

Run = 258. Blowing hard from the W, but no sea to speak of & the ship is very steady. Food on board good & altogether the best boat I have been on board since I left England. 10 degrees of frost at 6 a.m. this morning.

Feb 12th.S. S. "Armania".Atlantic Ocean.

Run = 392. Smooth & not so cold. Daily paper came out with Marconi telegrams from Cape Cod Mass.

Feb 13th.S. S. "Armania".Atlantic Ocean.

Run = 410. Very fine warm day & sea quite smooth. Passed some whales. Still in communication (Marconi) with Cape Cod.

Feb 14th.S. S. "Armania".Atlantic Ocean.

Run = 418. Blowing hard from S.W. but as it is dead aft, the ship is very stuffy. Quite a sea on, but the boat is very steady. Nearly a gale at night.

Feb 15th.S. S. "Armania".Atlantic Ocean.

Run = 420. Blowing a gale from the S.W. with heavy sea, but the ship is wonderfully steady. In "Marconi" communication with forewall last night.

Feb 16th.S. S. "Armania".Atlantic Ocean.

Run = 418. A strong gale from the N.W. with a big sea & the ship almost deserted in consequence. Raining & cold. Very good concert.

Feb 17th.S. S. "Armania".Off Queenstown.

Run = 402. Smoother & blowing moderately from the W with a long swell. Lighted the Eastnet light about 7 p.m.

Tour round the world.
From Nov 3rd. 1904. to Feb. 19th. 1906.

To London	1 day.	
To Egypt (at sea)	11 "	
In Egypt	21 "	
To India (at sea)	11 "	
In India	84 "	
In Harmer	215 "	
From Calcutta } (at sea)	39 "	via Bangkok & Peking.
to Japan }		
At -		
Rangoon, Singapore }	29. "	
Bangkok, Hong Kong }		
Shanghai, Canton, Macao }		
Peking, etc.		
In Japan	21 "	
To America (at sea)	17 "	
In America	15 "	
To England (at sea)	8 "	
To London	1 "	
To Harmerston	1 "	

Total.

At sea	86 "	
On land	388 "	includes 33 days on rivers.
	<u>474</u>	days.

1906.

Feb 18thGreat Northern Hotel.London.

Arrived at Queenstown about 12, 30 a.m. & landed the mails & proceeded up the Irish Channel, sighting the Wick mountain about 9, 30 - the tops covered with snow. A lovely bright morning though cold. As soon as we entered the Mersey a fog came on & we could only steam very slowly & disembarked at the landing stage about 6th noon passed the customs & left in the 2nd special at 6, 15 & reached Euston at 10. Drove to Great Northern Hotel - wet & foggy & generally beastly.

Feb 19thHarmston.

Left King's Cross at 12, 30 & reached Harmston at 3, 41, looking just the same as when I left on Nov 3rd 1904.





Spreckles Building, San Francisco, Cal.

No. 6. Made in Germany. Fritz Müller, Publisher, San Francisco, Cal.



MASONIC TEMPLE, CHICAGO.

E. C. KROPP, PUBL. MILWAUKEE, NO. 1329.









Abdool.

c/o Alloo Ka Inakelara
Porua Outpost
Meerut.

N.W.P.

Bamyan a

4th Bridge

Strinagar

Kashmir.

Powland Ward

166. Piccadilly.

Russerswamy & Co.

Strinagar.

(provisions)

Habib Joo & Sons

3rd Bridge

Strinagar.

Amira & Bros.

Strinagar.

(gunmakers.)

Mohun Lall

Leh

Ladakh.

(provisions.)

D. G. Lockburn

Lockburn's Agency.

Strinagar.

Index.

- A.** Aden 10. Agra 21. Aharwar 6. Amudabad 17. Aro. 80.
Ajmere 19. Altabad 29. Amritsar 26. Atm. 66.
"Antipodes day" 122. Afghanistan 27. Alcock 27. Amber. 20. Angai 57.
America 124. San Francisco 124. Grand Canyon 125. Chicago 126. Delmonico 12.
Buffalo 127. Niagara 127. New York 127. Cleveland 12.
B. Barrage 6. Bombay 11. Baroda 17. Bangkok 102. Borneo 100.
Burmah 97. Rangoon 97. Buffalo 127. Bride (Kashmir) 44. Bayw. 63.
C. China 106. Hong Kong 106. Population etc 107. Canton 107. Shanghai 110.
Wei-hai-wei 110. Hiku 110. Peking 111. Tientsin 112. Tientsin 113.
Cairo 3. Fictor 19. "Caledonia" 10. Calcutta 95. "Carmaria" 12.
Carnage 121. Cabul 27. Clothes for Kashmir & Ladakh. 53. "Carnaria" 12.
D. Distances 3. Delhi 24. "Dorset" 103. Dorset 29. Durgah 33.
Deodaro 58. Datchal mala 49. Dossor 47. Drab 85. Daulong 63.
E. Egypt 4-9. Revenue, etc 4. Cairo 3. Assuan 6. Assuan 4.
"Empire of Japan" 115. Inoshima 121. Earthquakes 39-121. Eishuikam (Kashmir) 90.
F. Foreign exports } 96. "Formosa" 109. "Fan Tan" 107. French India 15. French China 101.
Imports } 96. Fathpur Sikri 21.
G. Garra (Kashmir) 32-36-37-38. Ghar mala 68. Golabgarh 59. Gya 76.
H. Gibraltar 2. Gwalior 22. Gurdaspur 26. Grand Canyon 125. Gurkhar 29.
Hyderabad 14. Hong Kong 106. Hawaii islands 123. Honolulu 123. Hunting 7-27-28.
I. India 18. Jaipur 20. Ikhalum 29. Journey in Kashmir & Ladakh 72.
India "India" 9. Impressions of India, China & Japan 91. coal 14.
Population 11-95. Troops 11-23-24. religious state 11. provinces 11. salt 14.
Exports & imports 12. agriculture 13-16. Minerals 14. native states 15. factories 14.
Residents 20. railways 22. Mining 24. maps 25-102. police 17.
Cabul 27. Rhy. W. Pass 28. Kashmir 29-94. largest cities 10. canals 13.
Revenue 14-17. police 17. forests 17. irrigation 13.
J. Japan 115. Population 115. Nagasaki 115. Kobe 115. Koolan 87.
Kyoto 116. Yamanaka 117. Tokio 118. Sukho 118.
Miyazaki 120. Hamakura 121. Inoshima 121.
K. Kashmir 29-94. "Korat" 101. Kobe 115. Kyoto 116. Kishitwa 48.
L. Lucknow 23. Lahore 25. Leh 77. Lure 5. Ladakh 64.
"Lushking" 110. Sherra 76. London 1-130. Liverpool 130. Lurgah 83.
Samayuri 79. Soon 73. Lungtuma 72. Sidari 52. Sak Shap 110.

Matayan 85.	Marsalang 77.	Maichail 63.	Mhow 61.
88 Macao 107.	"Marmora" 1.	Mewar 19.	Malacca 100.
6 Malay States 100.	Mount Abu 18.	Myanohata 120.	Menam river 102.
7 Marseilles 2.	"Mongolia" 121.	Murree 94.	Marangla pass 73.
2 Meteorological 94.	Mutiny (Indian) 24.	Mosconigrams 120.	Murshoon 70.
27 statistics 94.	Michigan & Lake Shore Ry.	126.	Mogulmaiden 48.
0 Mosques 7.	Kash. (Kashmir, etc) 52.	Nagara 127.	New York Central Ry. 127.
3 Nile 4.	Nagasaki 115.	Nikeo 118.	Native Indian States 15.
10 Noddy pore 19.	ostriches 7.	Outfit for Kashmir & Ladakh 53.	
3 Palgam 88.	Pamphur.		
2 Pyramids 4.	Penang 100.	Province Wellesley 100.	Perak 100.
8 Port Said 3.	Peshawar 27.	Padam 66.	Phalae 6.
"Palitana" 96.	Peking 111.	Portuguese India 15.	P.O. (P.) 1.
2 Queenstown.			
Red Sea 9-3.	Rawal Pindi 27.	Rangoon 97.	Route in Kashmir 72.
"Red Lake" 22.	Road (Srinagar) 30.	Rivers (India) 42.	Russians 116.
Stores (Kashmir) 40.	Sumatra 100.	Ships (in order of merit) 129.	
Steamship covers 1.	Srinagar 31.	Secunderabad 13.	Sakikore h 8.
Ship watches 2.	ships bells 2 114.	"Sofala" 99.	"Smita" 105.
Suez Canal 9.	Suez 9.	Shengrai 110.	"Shontien" 112.
Strait Settlements 100.	Sikhs in Kashmir 92.	Salaries of Indian Residents 20.	
Siam 101.	Banghote 102.	White Shirts 102.	San Francisco 124.
Singapore 100.	Sanita Fe Ry. 125.	Snake shooting 26.	Soudan 4.
Shah Jehan 21.	Service (Imperial) 23.	Soldiers (Indian) 24.	Sikhs 26.
4 Jones (midday) 5.	London 112.	John 113.	5. 118.
4 Taj Mahal 21.	Tongas 29.	Trees (Kashmir) 48.	Treaty ports 110.
4 Theatres 119.	Trans (Speed) 126.	Thar 78.	Traubrook 71.
Tantak 69.	Tso 8 80kfoo 69.	Tangku 113.	Tradersmen (Suz) 31.
3 Ushki 77.	Uri 30.		
Wei-ai-wei 110.	Watches on ship 2.	Wages (Kashmir) 43.	Weather 58.
War (Jap-Russ) 122.	World (cost of ticket round) 128.		
Yokohama 117.	Yarla pass 74.	Yaytak 68.	
Yansker 64.	Yaher 53.		

SMITHSONIAN LIBRARIES



3 9088 01798 8247